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WHAT'S
COOKIN'
THIS MONTH
IN PMY.

CONTENTS

52 Sea Change



Features

40 AFTER THE STORM

A coast nearly washed away by Hurricane Katrina begins to rebuild.

TEXT BY CAPT. BILL PIKE
PHOTOS BY AIMÉE COLÓN

48 GETTING MY BEARINGS

After a few years on land, our editor attends a women-only boating school.

TEXT BY ALYSSA HAAK
PHOTOS BY BARBARA BANKS

52 SEA CHANGE

What convinced these die-hard sailboaters to trade in their sailboat for a Marlow 57E?

TEXT & PHOTOS BY PAT & KAT CHADWICK

56 MOUNTAINS TO THE SEA

A New Jersey mako shark tourney brings together the family and friends of a 9/11 victim.

TEXT BY KEVIN KOENIG
PHOTOS BY CRAIG W. DALE

Boat Test Section

60 EXCLUSIVE: A MATTER OF CHOICE

The Riviera 53 EFB has enough options to please even the toughest customer.

TEXT BY CAPT. RICHARD THIEL

66 EXCLUSIVE: BEATING THE HEAT

No matter the temperature, the Sessa C54 will keep you cool.

TEXT BY KEVIN KOENIG



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CONTENTS

SEPTEMBER 2011
VOL. 27, NO. 9



32 GEAR

Departments

10 LEADLINE

It really was a September to remember.

TEXT BY CAPT. RICHARD THIEL

12 MAIL

In defense of the Motor City, and more.

16 NEWS

A washed-up scam, and
PMY Tries: Simrad NSS 12

TEXT BY BRAD DUNN AND JASON Y. WOOD

20 BOATS

Sarnico Spider 46, Darwin 86', Kadey-Krogen 48 AE, Huckins 44, Princess V72, and a Monaco Yacht Show preview.

TEXT BY KEVIN KOENIG AND ALYSSA HAAK

26 YARD

Keep the boat but improve her value with new A/C, plus Professor Diesel.

TEXT BY ERIC COLBY

32 GEAR

Bring cheer by saying "cheers"; getting the weather, plus new electronics.

TEXT BY ALYSSA HAAK AND TIM BARTLETT

81 BROKERAGE

Tracking the buying and selling of boats through Yacht Council data.

TEXT BY JASON Y. WOOD

136 AFTER WORD

No man is an island—unless he's at sea on his boat.

TEXT BY JASON Y. WOOD

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Our World is Water

■ SNAPSHOT



Photo Courtesy of YCO

BIG FISH, SMALL WORLD



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LEADLINE

SOMETIMES A HURRICANE JUST WON'T LEAVE YOU ALONE.

The Eye That Loved Me

Any boater worth his salt knows this about hurricane season: July, it's nigh; August, almost; September, remember; October, it's over.

Of course, like any lore, it's not infallible. Capt. Pike once delivered a boat from Florida to the Virgins and encountered a hurricane—in November. Yet I believe in this rule—especially the part about September. For there was one stormy September in 1989 that I'll never forget.

It began with a bareboat charter out of St. Thomas in the first week of the month, when rates are low and anchorages are nearly deserted because everyone is afraid of a you-know-what. Fortunately the odds of actually being hit by a hurricane in September are slim—or so thought we four walking down the dock. Noticing ours was the only boat there, we began to recall something about a tropical depression to the south, but...

Our musings were interrupted by a guy running toward us who blurted out the following without breaking stride: "Here's the keys. Run her to Hurricane Hole. Tie up to the mangroves. Hurricane Hugo's due tomorrow. Tie her good. You're responsible!"

We did as instructed, and rode out the blow in relative comfort despite a day of howling wind and slashing rain. The rest of the week was fine. In fact, we all agreed that the last three days were among the best cruising any of us had experienced.

Returning home to Jupiter, Florida, my brain was still down island when, as I turned up my street, I noticed something odd: Despite the stifling heat, neighbors were outside working on their houses—putting tape and plywood on the windows. One soon explained that the same Hugo that had raked our boat in the Virgins was headed toward Jupiter. So I headed to the nearest hardware store to scrounge up whatever was left to protect my house—five rolls of packing tape. I duly applied it to my windows, Hugo blew through like he had in the islands a week before, and I spent the next four days picking up tree limbs and trying to remove tape residue from my windows.

Ten days later, I landed at LaGuardia, rented a car, and headed to Connecticut for the Norwalk Boat Show, only to discover upon checking into my hotel that the show was a shambles because of a former-hurricane-now-tropical-depression named—you guessed it—Hugo.

All I could think was, thank goodness there are only 30 days in September. **PMY**

Capt. Richard Thiel
Editor-in-Chief



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QUESTIONS
COMMENTS
LETTERS
EDITS

MAIL

HAVE A COMMENT OR SUGGESTION? WE'D LOVE TO HEAR FROM YOU.

STEERING OUT OF PARADISE

Regarding "Lost in Paradise" [PMY After Word, July 2011]—been there done that but could never convey the experience as well you have.

Now [on] page 62 ["Sophisticated Lady"]. I'm confused. Which foot steers and which squeezes the t/x button on the VHF?

BILL NOVAK
VIA E-MAIL

Capt. Bill Pike responds:

You're a man after my own heart, Novak. Nothing I like better than steering a big boat like the Horizon with my foot. Used to do it occasionally while operating commercial vessels on long open-water trips. I figured the practice had fallen on hard times, however, perhaps because it's so politically, environmentally, and navigationally incorrect. Never could manage to manipulate a VHF with my toes, though.

DEUX YOU SEE WHAT I SEE?

We are vacationing in the south of France and ran across both *Dilbar* and *Lady Moura* [below] tied up in Monte Carlo yesterday (July 15). What beauti-

ful vessels. Thought you might enjoy a snapshot.

TONY HENTHORNE
VIA E-MAIL

PMY responds:

Thanks for the photo, Tony. Check out pmy mag.com in the coming weeks to try out our new photo-sharing feature.

KINDRED SPIRITS

I have been an avid reader of your magazine for many years. From the sounds of your July editorial, Capt. Thiel, we are in the same age bracket and both from Detroit. The difference is that you left at 16 and I stayed. And Capt. Thiel, we are still worthy of the name Motor City. Sure we have had our problems but so do many other urban communities. We are digging out with an honest and hard-working mayor, with the support of our new governor and with encouragement and maybe a little leg up from the current



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administration in Washington. It took a long time for us to get where we are, and it won't change overnight. But it is changing for the better and the commitment from everyone in the area to make it better will be successful. I would invite you to come to our Woodward Dream Cruise and see the best parade of classic automobiles anywhere, on the street and running. It is one hell of a weekend and quite the show.

And if you come to Detroit for the International Auto Show I would be happy to entertain you at Detroit Yacht Club and do a tour of the best and worst of your hometown.

I stayed here, built a business, cruised on my boats on and around the Great Lakes and never looked back. I am trying to be part of the solution, not part of the problem. If you could take a little time to get to know what is going on here you might have a different opinion of Detroit. Because of Detroit being a gateway to the upper Great Lakes and my dad's passion for the water, I am a lifelong boater and do not, repeat, do not play golf. My passion is water whether sweet or salty. And Detroit has what it takes to enjoy the water, cruise long and short range, and be entertained.

So c'mon back for a visit and see how we live on the water and at Detroit Yacht Club.

COM. RON DAWES (1993)
DETROIT YACHT CLUB
VIA E-MAIL

Capt. Richard Thiel responds:

No one is happier than I to hear of a renaissance in my hometown. Having left at an early age, I was never able to sample the area's boating delights, but I certainly hope to do so before I hang up my boat shoes.

Boaters Online

Scout Boats has launched a clever "Build Your Boat" feature online that lets you virtually customize one of its models—such as the 38-foot Abaco—and see both the results and the price tag. Check it out at scoutboats.com.



In-Print | Online

Next month's issue tackles the best of refit and upgrade projects. We take a close look at a Palmer Johnson refit with gyroscopic stabilization and other updates. A classic yacht with a rich history gets a keel-to-bridge refit, and we examine yacht paint of every stripe, top to bottom. Check out pymag.com to read the editors' blogs as we head into boat-show season and learn about the latest launches and industry developments. Boat buyers should check out our incomparable "Compare Boats" function to put their next ride side-by-side with the competition. Like us on Facebook and follow us on Twitter to get up-to-the-minute updates and share your own on-the-water experiences.

CORRECTION:

In the boat test for the Vicem 78 Cruiser in our July issue we printed the incorrect contact number for Vicem Yachts. The correct phone number is (954) 462-8828.

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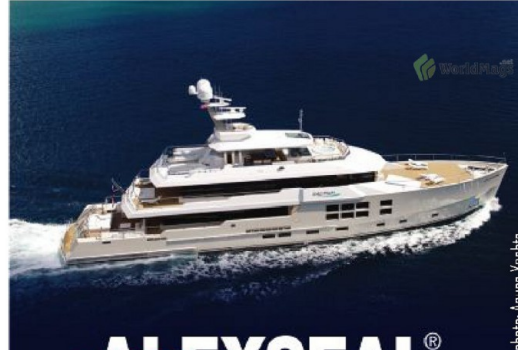
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THE WHO,
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WHERE, AND
HOW OF
BOATING

NEWS

MARLOW YACHTS | NORTHERN MARINE | USCG | DENISON YACHT | SIMRAD

Sink Scam
Sunk

TEXT BY BRAD DUNN

An alleged scheme to scuttle a fishing boat and collect \$400,000 in insurance money could put four men in prison for a decade.

Prosecutors say the tale began in July 2009 when 38-year-old Scott Tran concocted a plot to sink his 75-footer. Tran and his alleged "right-hand man" Manh Nguyen, allegedly hired veteran fishing captain Mike Anholt and two others to carry out the scheme, offering the men \$2,000 apiece for the job.

Anholt and crew left Cape May, New Jersey, on August 2 for a supposed several-day fishing trip. But police allege that they ran 86 miles offshore and then after midnight, began to fill the bilges with seawater. When they thought the boat was about to go down they jumped into a life raft and put out a

“The men claimed they had caught dozens of fish, but none were found.

Mayday. A Coast Guard helicopter rescued the trio at dawn.

The plot started to unravel as soon as the sun came up. The boat did not sink and the crew's fishing story turned out to be full of inconsistencies: The men claimed they'd caught dozens of fish, but none were found; there was no fishing gear aboard; and the boat carried enough fuel and food for only a one-way trip.

When Tran heard that the boat had been brought back to port, he made matters worse by filing a \$400,000 insurance claim, claiming "as a result of a leak... the ship suffered... property damage and lost valuable fishing gear."

The insurance company denied the claim, and FBI agents launched an investigation. Under oath Tran said he had no knowledge of the sabotage, but detectives found evidence that he'd paid off the three-man crew after they returned to land.

Anholt died in a car crash earlier this year, but prosecutors filed conspiracy charges against the other four men in June. They could face up to 10 years in prison and a \$250,000 fine if convicted. PMY



■ Marlow Yachts Acquires Merrill-Stevens

Marlow Yachts announced in June that it had purchased Merrill-Stevens, the landmark refit yard in Miami. Marlow, headquartered in Palmetto, Florida, says it is planning a major renovation of the renowned, almost-century-old, facility. "It is with great pleasure and pride that we begin this new and exciting phase of the continued growth of our companies," said David Marlow, chairman of Marlow Yachts. "When completed the yard will appear park-like, kept spotlessly clean like all Marlow facilities, and offer the most complete array of services in the marine industry, from new builds of virtually any size to complete rehabilitation of fine yachts."

■ Denison Yacht Sales Opens New Charter Business

Fort Lauderdale-based Denison Yacht Sales has launched a charter division that will oversee creation of a fleet of charter yachts of up to 130 feet. The boats will be available for trips in Florida, the Bahamas, and Caribbean. "The superyacht industry overshadows the 130-feet-and-under segment of the market," says Ali Kaufmann, Denison's charter specialist. "These smaller yachts are being

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Boating Safety

Boating is safer than ever. Boating-related fatalities in 2010 dropped to 672, the lowest number on record, according to the USCG, which credited the drop to increased BUI patrols and boating-safety-course attendance.



→ QUIZ

- 1 What does a rainbow in the morning often indicate?
- 2 What's the best knot for fastening two lines of the same diameter?

THE SEDUCTION BEGINS OCTOBER 27TH.

34 38 44 49

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NEWS

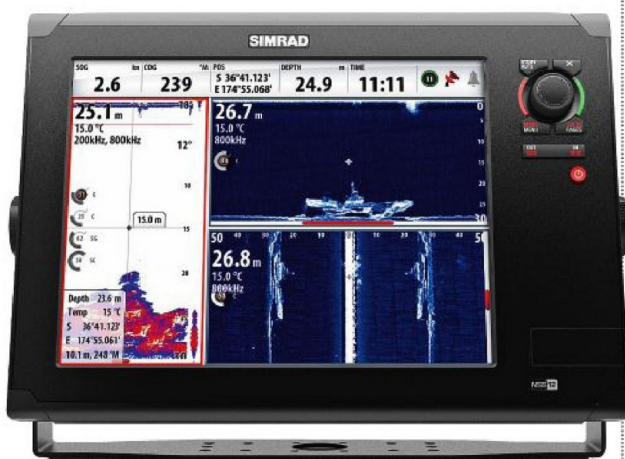
TEXT BY JASON Y. WOOD



PMY TESTED

Simrad NSS 12

Use the touchscreen for fun and the buttons when you need them.



The team at Simrad had invited me to Atlantic City to check out their new NSS 12 (\$3,499 list), a touchscreen multifunction display. They'd mounted it to the helm of a 39-foot Contender center console, presumably to show off the unit's sunlight-viewable display and many features.

Since that touchscreen is the latest addition, it's worth noting that it is both bright and responsive. Using the Touch Sensible display (as they call it) up close and in actual, albeit overcast, conditions, I was able to discern excellent detail on charts, radar, and fishfinder screens. The touch sensitivity allowed me to bounce around the split screens, manually adjusting settings and generally mucking up the system. No matter, default presets were just a tap away.

The unit I tested integrated a chartplotter, built-in GPS, broadband sounder, and the company's proprietary StructureScan imaging, Broadband radar, and a SonicHub media server. It did not have other peripherals and features, such as a pulse radar, Sirius satellite weather, and an autopilot.

I looked at some cool features such as the ability to scroll back through the sounder's history. Swipe your finger across the display to scroll, then tap and hold the target on the screen to create a waypoint. Broadband Radar clearly defines nearby targets, and the Simrad guys said it also offers improved range over the previous version. I was confounded by StructureScan until I found something worth looking at.

This side-scanning imager displayed what looked like sepia-tone photos of the bottom and water column—a glimpse of a navaid chain we passed helped me make sense of the image.

Simrad lets you tinker with 99 percent of the unit's functionality without touching knobs or buttons. So why have them? I discovered the answer when we gunned the Contender to 28 mph. Seas weren't rough, but it was tricky to hit what I was trying to touch, even with my index finger. The knobs and buttons let me maneuver the cursor and adjust anything I wanted—at speed. And the Navico operating system let me use the touchscreen or buttons, or both, seamlessly. PMY

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neglected. Our goal is to meet the strong demand for charter yachts in this size range by dedicating the specialized attention they warrant as serious charter product." Having recently opened a new location in California, Denison now has a presence on both coasts.



■ Former Employee Takes Reins at Northern Marine

Northern Marine's new owner and president, 31-year-old Andy McDonald, was originally hired as a designer for the Anacortes, Washington, boatbuilder. But Northern Marine's founder Bud LeMieux took him under his wing, expanding his role to include every facet of the company from engineering and production to sales and marketing. After LeMieux departed and the yard appeared on the verge of bankruptcy, he encouraged McDonald to pick up the pieces and give Northern Marine a new life. "His encouragement and promise to continue to serve as an advisor along the way, and ultimately my belief in the Northern Marine brand and passion to see it continue, convinced me to go for it," McDonald explained. Northern now has three boats under construction—a new 64, an 80, and a 95—and plans to focus on building fully custom long-range luxury expedition yachts in the 57-to-164-foot range.

AGENDA

September 9–11

The Tampa Boat Show in Tampa, FL.
(954) 441-3220.
www.tampaboatshow.com.

September 15–18

The Newport International Boat Show in RI.
(401) 846-1115.
www.newportboatshow.com.

September 22–25

The Norwalk International In-Water Boat Show in CT.
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Answers

- 1 A storm approaching
- 2 A Carrick bend

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THE LATEST
NEWS ON
LAUNCHES AND
DESIGNS: THE
BIG AND THE
NOT SO BIG

BOATS

SARNICO YACHTS SPIDER 46

DARWIN 86

KADEY-KROGEN 48 AE

HUCKINS 44

PRINCESS V72



EXCLUSIVE

Sarnico Yachts Spider 46

Sarnico Yachts is under new management: a team comprised of Marc-Udo Broich and James Michael Ryan, the men in charge of Maestro Yachts. The new collaboration, which has partnered with both the naval architecture firm Nuvolari-Lenard and Cantieri di Sarnico, looks to couple Italian elegance and flair with American practicality and dimensions. Sarnico has multiple models set to launch in the near future, one of the most notable of which is the Spider 46.

One of the 46's most admirable traits will be her hull, which is being modeled after those of true performance boats. The projected outcome

of this design choice will be a boat that should top 46 mph and be able to cruise with maximum efficiency at or above 35 mph.

The 46 will also feature a hybrid surface-drive system that Sarnico says will obviate handling issues common to surface drives at lower speeds. Once on plane though, the system operates as a true high-performance surface drive, which accounts for the boat's noteworthy top-end and cruise speeds.

The 46's interior will recall the style of the famous Italian lake boats of the 1950s and 1960s. Handcrafted, polished wood and butter-soft leather will set an elegant tone and showcase the high-quality craftsmanship.

The boat will be just as striking on the outside, with a low, slick profile that looks like it could slice through concrete. She can be alternatively configured with a sculptured hardtop that offers protection from the sun all the way to the open aft section of the boat, which will have opposing

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benchseats as well as a bar and galley that will help promote the good times onboard. Aft of that, a hydraulic swim platform will be a boon for anyone looking to take a refreshing dip.

The Spider's exterior paint job is just as noteworthy. With a jet-black hull and striking golden upper portion, this sleek and sexy 46 will be nearly impossible to miss, wherever she may roam. PMY

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EXCLUSIVE

Darwin 86'

Maybe your goal is to find the "New World" as Christopher

Columbus did. Maybe your goals are more modest, exploring the coastline of a foreign country à la Verrazano. No matter your seafaring aims, the newest launch from Italian designer Sergio Cutolo, the Darwin 86', will give you the opportunity to find new worlds just the way the Italian explorers did hundreds of years ago, only this time with upgraded speed, power, and comfort.

Built by Cantiere Delle Marche, the 86' employs a specially designed steel hull which promises to achieve high top-end speeds for a boat her size, without sacrificing range, according to her builder. Early tests show that the vessel will have an impressive range of 7,000 miles at 11.5 mph. (Her design is the synthesis of Cutolo's experiences with smaller expedition-type vessels.) With twin 382-hp Caterpillar diesels, the



Specifications

LOA:	85'3"
BEAM:	24'3"
DRAFT:	7'5"
STD. POWER:	2/382-hp CAT C12s
SPEED:	13 mph
PRICE:	Upon Request

86' maxes out at just faster than 13 mph. Although her businesslike external lines were clearly inspired by workboats, you won't be sacrificing any onboard luxury. She can comfortably sleep eight guests in four cabins and provide ample interior and exterior space for any activity.

The Darwin 86' is Cutolo's fourth launch in just a two-month span. Before her came *Aifos* by CBI Navi, *Talisman C* from Proteksan Shipyard, and *O'Pati* for Golden Yachts. Cantiere Delle Marche is currently building a second Darwin 86', which is scheduled to be delivered

before the end of the year. PMY

■ **CANTIERE DELLE MARCHE**
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Kadey-Krogen
48 AE

Some things are nonnegotiable when you're in the market for

a transatlantic-capable cruiser. Of course, you're going to need exceptional range, but safety and comfort will be of utmost importance as well. Luckily, those are the principles upon which Kadey-Krogen was founded. And the company's newly launched 48 AE (Advanced Ergonomics) lives up to those standards and then some, with an added eye given toward ease of use and, not surprisingly, ergonomics. The 48 came about as a replacement for the much-beloved 48 North Sea, a vessel that was popular among serious passagemakers and weekend cruisers alike for her seaworthiness and dependability. With the AE, the company looked to expand upon the North Sea's appealing capabilities by taking into account literal boatloads of customer feedback.

Onboard the 48 features a fully covered aft deck and a spacious saloon in which you'll find a customizably configured settee and table that

raises or lowers depending on whether you're using it for dining or balancing cocktails. A galley boasts a four-burner Viking range as well as a floor-to-ceiling pantry you'll appreciate when you get a case of the munchies 1,000 NM from the nearest 7-Eleven. Below decks owners have a choice of a two- or three-cabin layout. If the two-cabin layout is your druthers, you'll be happy to know that the third room has a built-in desk and makes for an excellent office while at sea.

Continuing with the ergonomic theme, down below the engine room has two axial fans with moisture eliminators. It also houses a single reliable 231-hp John Deere diesel, an engine capable of chugging to Portugal—or perhaps just to the nearest yacht club. PMY

■ **KADEY-KROGEN**
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BOATS

EXCLUSIVE

Huckins 44

Offshore fishermen know that the best boats for their needs

combine power and seaworthiness. With innovative technology alongside vintage styling, the Sportfisherman 44 from Huckins Yacht is sure to please any offshore fishing enthusiast. With salty lines and a retro design, she manages to exhibit a classic appearance without looking like yesterday's news. Huckins projects her to have a 34.5-mph cruise speed while maximizing fuel efficiency, thanks to her 'Quadraconic' hull (designed by the builder's founder, Frank Pembroke Huckins) that is designed to deliver a smooth, dry ride even in rough seas. The design is the fusion of four conical shapes brought together to provide a comfortable ride without



taking away anything from her speed.

The 44 will be 100-percent custom-built, and her owners will work directly with Huckins to build their yacht. Customization options include increased horsepower for speeds of more than 40 mph. Pod drives are also available and provide increased maneuverability and interior space.

Based in Jacksonville, Florida, Huckins is operated by Cindy Purcell, the founder's grand-

daughter. It's one of the oldest boatbuilders in the United States, having remained in the same family for 82 years. And that sense of history is on fine display in this throwback 44 that has the makings of a classic. **PMY**

■ HUCKINS YACHT

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WWW.HUCKINSYACHT.COM.

Rendering courtesy of Huckins Yacht

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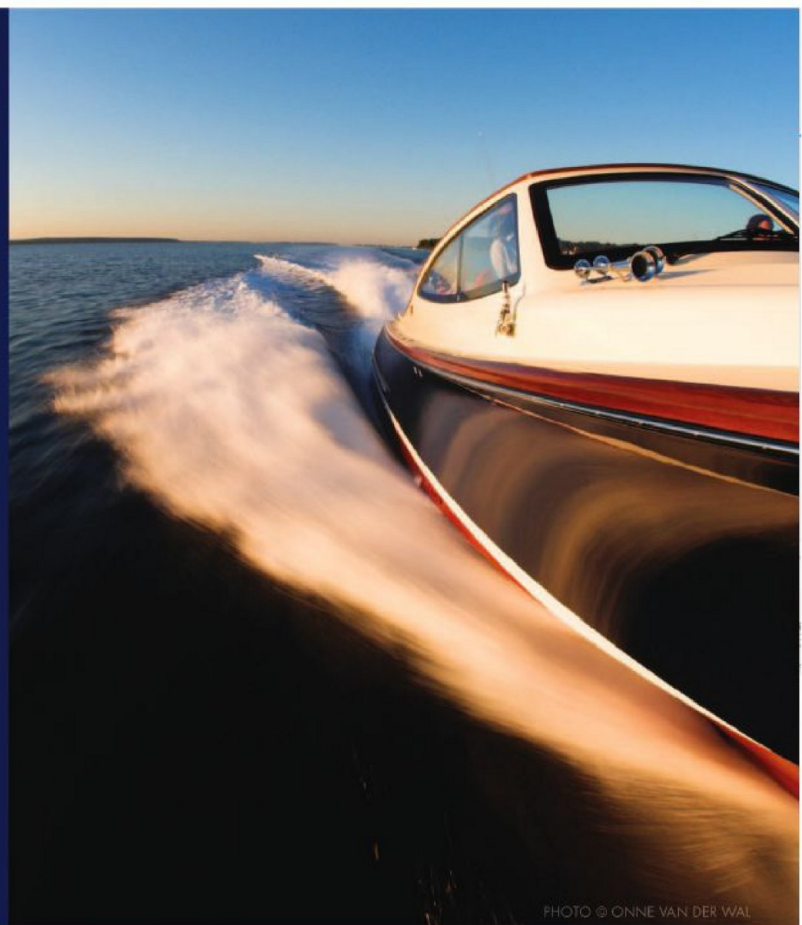


PHOTO © ONNE VAN DER WAL

EXCLUSIVE

Princess V72

While Kate Middleton may own the spotlight for now, she will

soon have to compete with another British Princess who may even surpass Her Highness in beauty and grace. The V72 promises to uphold the traditions of another impressive lineage, that of Princess Yachts, the U.K. builder of sportcruisers. The V72 will launch at the 2012 Miami Yacht & Brokerage Show. Of note will be her traditional, yet clean and eye-catching lines that belie what Princess hopes will be some noteworthy performance numbers for a cruiser of this class.

She'll also be superbly outfitted for entertaining, of course. Her sizeable cockpit fea-

tures a U-shape dining area and wet bar to keep everyone aboard fully fueled and refreshed. A large sunpad aft covers a twin-berth crew cabin with an en suite shower, transom access, and a central garage for your tender. Aft of that, there's a hydraulically operated swim platform.

The entertainment areas in the stern are complemented by a generously spaced foredeck with an additional sunpad, as well as a seating area imagined as an ideal breakfast nook or al fresco cocktail lounge.

Below, a full-beam amidships owner's stateroom has a walk-in closet and en suite head. Forward, a VIP cabin should

suffice for any special guest—a duchess perhaps?—while an aft guest cabin's twin berths slide together electrically for a larger bed.

Meanwhile, the main deck features spacious seating areas and a circular dinette for noshes. Above, a sliding hardtop will offer the owner the choice of having those snacks totally indoors or while enjoying an ocean breeze.

All of these amenities promise to make for a boat fit for any royal though luckily, you won't have to be able to trace your bloodlines back to Henry V for a Princess of your own. **PMY**

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Rendering courtesy of Viking Sport Cruisers

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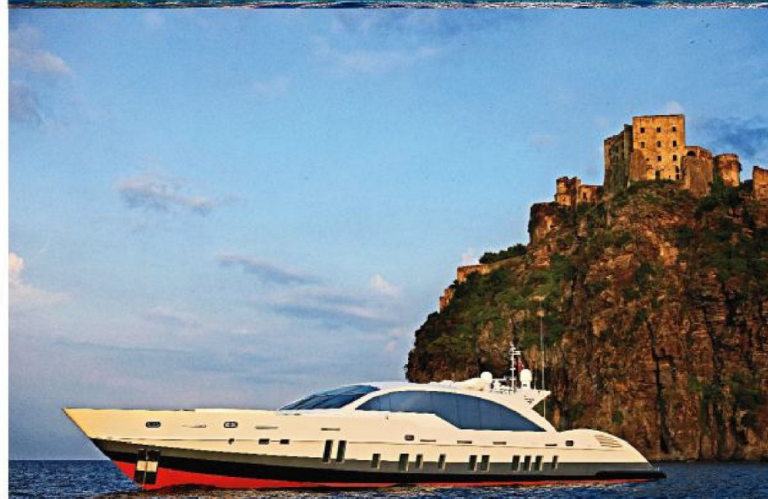
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BOATS

TEXT BY ALYSSA HAAK

**Drizzle.** 182'0" 2005. Feadship.**Double Shot.** 118'1" 2011. Technomar.**ISA 50-meter.** 164'0" 2011. ISA.**Nataly.** 196'10" 2011. Benetti.**Scorpion.** 131'2" 2011. Sanlorenzo.**Satori.** 164'0" 2011. Heesen.

Mega Show

This year's Monaco Yacht Show (from Sept. 21 to 24) is scheduled to have 40 megayachts from shipyards large and small making their boat-show debuts.

From *Big Fish* (see Snapshot, p. 8) to *Double Shot*, Technomar's first launch under new ownership, the show will display some of the newest and most elegant yachts available. Though the final list was not confirmed at presstime, here's a peek at a few of the more than 100 megayachts on display.

The show will again support the Monaco Association Against Duchenne Muscular Dystrophy by donating half of the entrance fees to the charity. Last year, the show raised more than \$72,000. Also again this year, the show is sponsored by luxury-watch manufacturer Ulysse Nardin. An auction of Swiss watches, Only Watch 2011, will raise additional funds for the charity.

■ MONACO YACHT SHOW
WWW.MONACOYACHTSHOW.COM

From the Forum

"Have y'all noticed the newest and latest group of yacht renderings from CRN? ...In my opinion, they have the hottest looks."

—Yacht Designer

Join the conversation:
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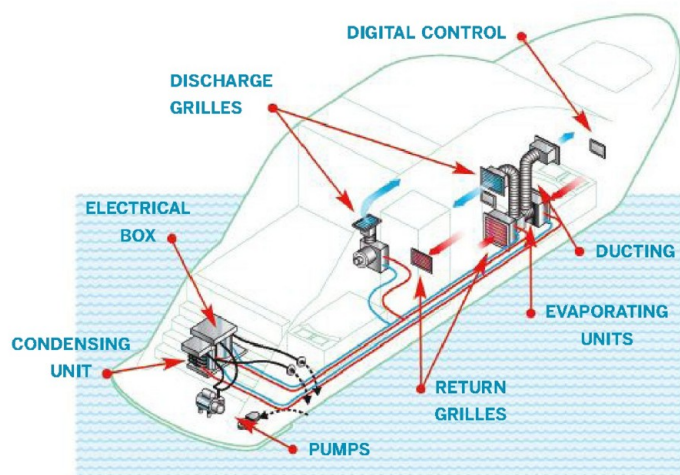
HOW TO
MAKE
A GOOD
BOAT EVEN
BETTER

YARD

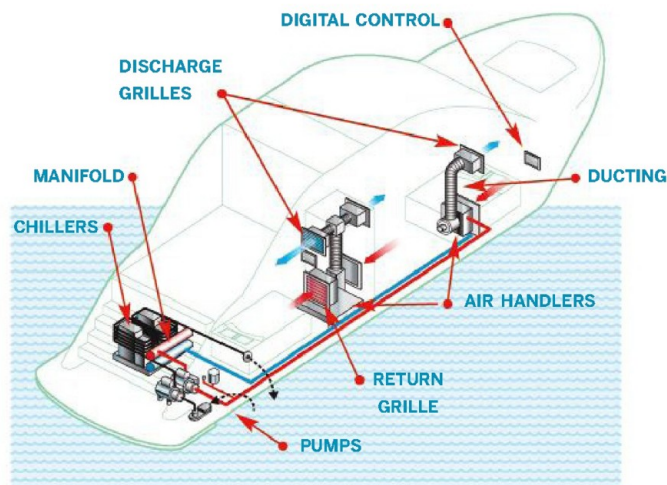
AIR-CONDITIONING SYSTEMS
TIP OF THE MONTH
PROFESSOR DIESEL

THERE'S MORE TO REPLACING OR UPGRADING YOUR AIR CONDITIONING THAN MEETS THE EYE.

TEXT BY ERIC COLBY



TYPICAL INSTALLATION OF A
SPLIT-GAS A/C SYSTEM



TYPICAL INSTALLATION OF A CHILLED
OR TEMPERED-WATER A/C SYSTEM

Chill Out

In this less-than-perfect economy, many people are keeping their current boats and upgrading them in various ways. One smart investment to improve your comfort and your boat's future resale value is adding or upgrading air conditioning. This month and next I'll discuss what to consider when choosing a system.

For a 40- to 80-foot boat, you're best served by a split system (also called split-gas system), so named because the components are divided into two separate units, each located in a different location. The typical split system starts with a condensing unit—basically a compressor, seawater condenser, and electrical compo-

nents—in the engine room. The advantage of placing it here is that noisy equipment is sequestered from your boat's living areas.

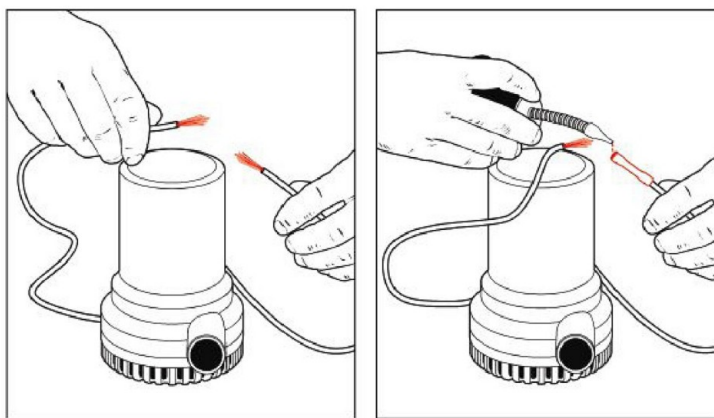
Copper tubing carries refrigerant from the condensing unit to the other half of the system, the air-handling unit, which includes an evaporator coil and a blower. Air handlers are usually installed in the living areas, in the base of a berth or a lounge. One condensing unit can serve two air handlers and cool multiple cabins or a single large area. But split systems are limited by the number of condensing units that can be accommodated spatially and by a maximum run length of 50 feet for the copper tubing.

For boats more than 80 feet long, select the chilled-water approach.

GARMIN'S TIP OF THE MONTH

OSCAR REYES, DAVIE, FL

Even well-made splices in wiring can wick up moisture, especially if they are in a boat's bilge. Wicking, of course, can cause corrosion, prematurely ruin a splice, and cause electrical issues. To prevent this sort of thing, I suggest adding a drop or two of oil to a splice before you crimp, heat-shrink, or otherwise seal it. The oil will block salt moisture from entering and will keep the splice like new.



Contest Guidelines

For your chance to win a **Garmin VHF 100** fixed-mount radio, send your best maintenance tip to **Capt. Bill Pike** at bill.pike@pmymag.com. One winner will be drawn from all entries each month. No purchase necessary.



Garmin VHF 100

Illustrations by Steve Karp

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YARD

These systems operate via a chiller in the engine room that cools fresh water and pumps it through insulated piping to air handlers in the living spaces that in turn expel cool air. Typically, there is no reasonable limit on the number of air handlers a given system can support and only the units that are cooling a given area need be in use at any one time.

After selecting the A/C system you need, it's time to figure out how many Btus it takes to cool your boat. Separate her interior into three areas. The below-deck region includes cabins, heads, and often the saloon and/or galley. The mid-deck region, often called the main deck, has small or shaded windows.

Finally, the above-deck region typically has large glass surfaces and lots of direct sunlight.

Determine the square footage of each region by measuring the length and width of each space to cool or heat. When measuring a space that is narrower at one end than at another (like a bow stateroom), take your measurements across the middle. Since headroom is about 6½ feet on the average boat, you usually don't need to take it into account. Simply multiply length and width measurements for each space for the square footage then add all the square footage up for the region's total.

The table below will help you determine what load factors to then use. Multiply the square footage of each region by the appropri-

ate load factor and add similar calculations for other regions, and you'll have the required capacity in Btus. A temperate climate, by the way, is typically one with maximum air temperatures of about 95°F, water temperature of 85°F, and moderate humidity. A tropical climate boosts air and water temperatures by 10°F and raises humidity to high.

After establishing your Btu requirements, determine the number of air conditioners needed and their locations based on the size and layout of your boat, as well as the space limitations that will affect ducting and plumbing. The maximum ducting run is typically 15 feet, but make sure to reduce the overall length to ensure good airflow if bends are involved. You also need to consider which areas will require independent thermostat control, extra ducting and/or a secondary air handler. Finally, you can increase or reduce airflow with an adjustable grille and/or fan-speed control.

In the next issue, we'll determine the location of the units aboard your boat and the actual components needed. PMY

Climate	Below Deck	Mid-Deck	Above Deck
Temperate	60	90	120
Tropical	80	120	150

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YARD

Q&A

PROFESSOR DIESEL

Q: The boys at the Ko Olina harbor are having a heated discussion concerning motor oil. Since Costco hit town, we've all been able to buy Chevron 15W-40 Delo 400 heavy-duty motor oil at ridiculously low prices. But what about the older engines we've been using straight 40W Delo 400 and other single-viscosity products in for years? Can we damage our dependable old motors with this stuff?

—**Armand Charron**
Ko Olina Resort, Hawaii

PD: Before you switch to a different brand or type of oil, check your engine's manual to see what the



manufacturer specifies. The manufacturer's tested to see which oil protects your engine best. Don't second-guess the experts!

There are two basic specifications you need to be concerned with, essentially. They are promulgated by the Society of Automotive Engineers (SAE) and the American Petroleum Institute (API) and are usually listed either in print or in a doughnut insignia on the container that you buy your oil in. The SAE sets standards for a product's flowability, typically noted as SAE 30, 10W-40, 15W-40, etc. A multi-viscosity oil like 15W-40 (the "W" means winter) offers more flowability when the engine is cold and

less when it's warm. Straight 40W Delo 400 is different with a single level of flowability.

The API rating indicates which additives (friction-reducing anti-foaming agents, temperature stabilizers, etc.) have been used. There are two basic API classifications: S and C. The latter usually applies to gasoline engines and the former to heavy-duty gas and most diesel engines.

The bottom line? Manufacturers are sensibly strict about SAE and API specifications. Extensive harm can come to an engine for a variety of reasons, not least of them being the use of the wrong oil product.

➔ **Professor Diesel** // Is Larry Berlin, director of Mack Boring's Training Services division.

Illustration by Scott Pollack

QUESTIONS/FEEDBACK

Please submit all your questions to **PMY's** senior editor **Capt. Bill Pike** via e-mail at bill.pike@pmymag.com

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BREUCKELEN DISTILLING

TEXT BY ALYSSA HAAK

Locally Distilled Gin

Local distilleries are popping up across the country and are turning out high-quality liquors that can compete with the best of the national brands. For example, Brooklyn-based Breuckelen Distilling uses locally sourced ingredients including grains and botanicals to craft its spirits. With a more pronounced flavor, this gin does especially well in a simple gin and tonic or a classic Tom Collins. So on your next cruise, in addition to regional cuisine, also explore your liquor options to really get the local flavor. **(\$35; brkgin.com)**



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(\$11.10; worldwidedfred.com)



GOVINO

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(\$12.99; govinowine.com)



TEROFORMA

Whiskey Stones

If your ice supply is low, try Whiskey Stones. Once frozen, the stones will quickly cool a drink without diluting it and won't affect its taste or "nose." **(\$20; fitzsu.com)**



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GEAR+ELECTRONICS

TEXT BY TIM BARTLETT



Window on the Weather

Passagemakers can find different sources for WX information as their voyage progresses and adjust their plans based on current data.

Time was when any skipper worth his salt would start listening to weather forecasts and poring over synoptic charts days ahead of any serious passage.

Now it seems most of us just click onto our favorite Web site.

There are plenty. For passagemaking, my favorite is an ad-supported one called PassageWeather.com that pulls together the basics—wind, waves, weather, and visibility—for the next week in a simple, no-frills view. Pay sites like ClearpointWeather.com and BuoyWeather.com offer all sorts of high-tech fish-hunting extras, such as charts showing chlorophyll concentrations and surface-height anomalies.

The definitive U.S. weather site, however, is Weather.gov. It's the National Weather Service's own free gateway to a mass of solid weather information, including text forecasts and satellite and radar images. There's a cut-

down version (mobile.weather.gov) for cell phones and PDAs, and a WAP (wireless application protocol) version (cell.weather.gov) for the dumbest of dumbphones.

But the big snag with relying on the Web for weather information is not what's available, it's how you get it. Wi-Fi hot spots are all very well, but their range is usually very limited. Range extenders such as Wave Wi-Fi's Rogue Wave and Digital Yacht's WL510 are great for expanding a hot spot's coverage to several miles, but they can't really be counted upon to pull in weather information while you're on a long passage.

Once out of Wi-Fi range, you're into cell phone territory. Two factors limit the range of cell phones and mobile broadband

“Forecasts broadcast by the Coast Guard can be picked up about 150 miles offshore during the day.

modems. One is that portable equipment uses low-powered transmitters and tiny aerials; the other is that they're close to sea level and thus their range is highly limited.

Both problems can be overcome to some extent by using signal amplifiers such as Digital Antenna's PowerMax or Shakespeare's CruiseNet, but sooner or later you will run up against one of the unbreakable laws of physics: Radio waves at cell phone frequencies cannot bend over the horizon. Their effective range depends on the height of the cell tower and of the onboard antenna, but it's unlikely to be more than about 20 miles or so offshore.

Beyond that, we're into the realm of sat-com. If you really can't do without phone and Internet, it may be a worthwhile investment. But if you plan to use it only to get an offshore weather forecast a few days a year, it's probably an unnecessary extravagance.

An outstanding alternative could be called

Above: Furuno's NX-300 and the Grundig Globe Traveler both capitalize on free weather data on the airwaves.

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— ANDREW GREGO, CAPTAIN ON 102' PALMER JOHNSON MY BANYAN



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GEAR+ELECTRONICS

"one-way" satcom, the satellite weather services broadcast by Sirius XM. Originally two separate companies, Sirius and XM joined forces three years ago. But there are still technical differences between the signals transmitted by their satellites, so which service you get depends on which receiver you buy. That depends on the chart plotter you connect to: Furuno, Lowrance, Simrad, and Raymarine use Sirius, while Garmin uses XM. Whichever service you have, expect Web site-like weather information and forecasts anywhere up to about 200 miles off the U.S. coast, at prices that are broadly in line with those of the subscription Web sites.

Lower down the radio spectrum where frequencies are measured in kilohertz instead of megahertz, the "line of sight" rule doesn't apply. For the boater on a budget who can do without colorful graphics, there's lots of information to be gleaned from a world-band radio such as a Sangean AT5505 or Grundig Globe Traveler, costing \$150 or so.

Medium Frequency (MF) radio waves curve around the surface of the earth, absorbed and weakened as they go, but forecasts broadcast by the Coast Guard

on 2670 kHz can be picked up about 150 miles offshore during the day and twice that distance at night. High-frequency (HF) radio waves travel even farther, bouncing off electrically charged layers in the atmosphere. But the Coast Guard's schedule of high-seas forecasts is complicated because HF frequencies have to be changed to suit daily changes in the atmosphere, and reception is never as clear as you'd expect on VHF. But it's free, it's worldwide, and you can pick it up on the same world-band radio.

At the risk of sounding geeky, you could even load an HF fax-decoding program such as SeaTTY or Mscan Meteo onto your laptop, connect it to the same radio, and download satellite photographs and synoptic charts. The squeaks and whistles you hear in HF voice broadcasts translate into smudges and streaks on the fax image, but some people find that learning to live with the quirks of HF fax becomes a fascinating hobby in its own right.

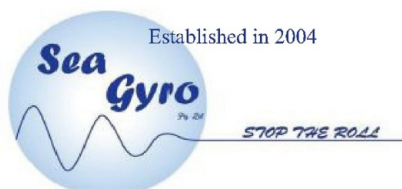
Out at the unfashionable end of the radio spectrum, at 518 kHz, there's a gem of a service called Navtex that broadcasts navigational information and weather forecasts in a form that can be picked up and decoded by a dedicated



Make the most of free data available from the National Weather Service.

Navtex receiver and reassembled into a printed message on screen. Navtex receivers such as the Furuno NX300 typically cost a few hundred dollars, but the service itself is free and the process of receiving messages is almost entirely automatic: You don't even have to tune it. Just set the kinds of messages you want, switch it on, and wait. It doesn't matter if you miss a message because each one is repeated until it's out of date and is saved in the receiver's memory.

There are more than 100 Navtex transmitters around the world, each with a range of several hundred of miles, and covering most of the coastlines of the developed world out to a couple of hundred miles offshore. And for those who cross oceans, there's another big advantage to the Navtex information system: The standard broadcasts are always in English! **PMY**



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After the Storm

TEXT BY **CAPT. BILL PIKE**
PHOTOS BY **AIMÉE COLÓN**

SIX YEARS
AFTER KATRINA
SLAMMED
THE GULF COAST,
WE CRUISE FROM
LOUISIANA TO
ALABAMA TO SEE
IF THE AREA HAS
RECOVERED.

A brand-new Cruisers
48 Cantius and the
brand-new Southern
Yacht Club in New
Orleans.







Starting a boat trip with a ride in a Dodge pickup is odd perhaps. But then, the tour it facilitated sorta set the tone for the rest of that sunny day this past April. Vice president of Trinity Yachts Billy Smith was at the helm of the Dodge. *PMY*'s creative director and photographer for the trip Aimée Colón occupied a window seat aft, with the window zooped down for photo ops. And I rode shotgun with a notebook in hand and a stunned expression on my face.

Pontchartrain Park—the “Mocha Mayberry” of New Orleans before Hurricane Katrina and one of the first

planned black middle-class suburbs in the Jim Crow South—was a sight to behold. Six years after the storm's landfall on August 29, 2005, an event of such significance that Douglas Brinkley calls it “The Great Deluge” in his book of the same name, it remained a wreck. Indeed, the doors of many of its decaying ranch-style homes still bore spray-painted cadaver-dog clearance symbols left by search-and-rescue workers.

Smith figured the tour would lend some perspective to the mission Colón and I were on: Assess the Gulf Coast's Post-Katrina recovery by cruising its shores from New Orleans to Alabama. The floodwaters that had inundated Trinity's New Orleans shipyard had also inundated Pontchartrain Park, just across the street. And both places had endured chaos as a result. “Over there on the Danziger Bridge,” Smith pointed, as we exited the suburb and headed for the shipyard, “there was a big shootout that first week after Katrina. Bunch of guys tryin’ to move in and take over. Good thing the National Guard had 50-caliber machine guns and Humvees.”

Trinity hung tough though. After tracking down most of its employees, giving each one of them an emergency cash payment of \$1,500, and then establishing a temporary on-the-job community with more than 100 mobile homes, the company actually grew, doubling its workforce to 1,000 employees and its yacht contracts to 24 by 2008. “Then the recession hit,” Smith said ruefully, “and





things got difficult again.”

Difficult indeed. As we strolled around the shipyard we saw only a couple of yachts in build and two in the water. Although Smith told us Trinity’s second shipyard, purchased on a handshake just a week after the storm and 85 miles to the east in Gulfport, Mississippi, was much busier by comparison, the company was still down to 800 workers and seven yacht contracts, with military and commercial projects taking up the slack.

“Not exactly a rosy picture,” Colón commented as we departed Trinity in our rental car bound for the Southern Yacht Club on Lake Pontchartrain. A new Cruisers 48 Cantius awaited us there, courtesy of Cruisers Yachts and its Florida-based dealership, Galati Yacht Sales. Just thinking about the 48 was enough to boost my spirits.

“Ever have barbecued shrimp?” I asked Colón, a Gulf Coast first-timer.

“Not yet,” she replied.

The lunch we subsequently wolfed down at Mr. B’s Bistro in the French Quarter featured “fresh wild shrimp from the Gulf” that were spectacular, a gustatory development that proved thematic over the next few days: While dining in rebuilt restaurants and yacht clubs along the coast we found the seafood to be uniformly excellent. Hey, nobody deep-fries a shrimp like a Southerner!

Mr. B’s is fast. We had plenty of time after lunch to drive out to the yacht club, toss our bags aboard our 48,

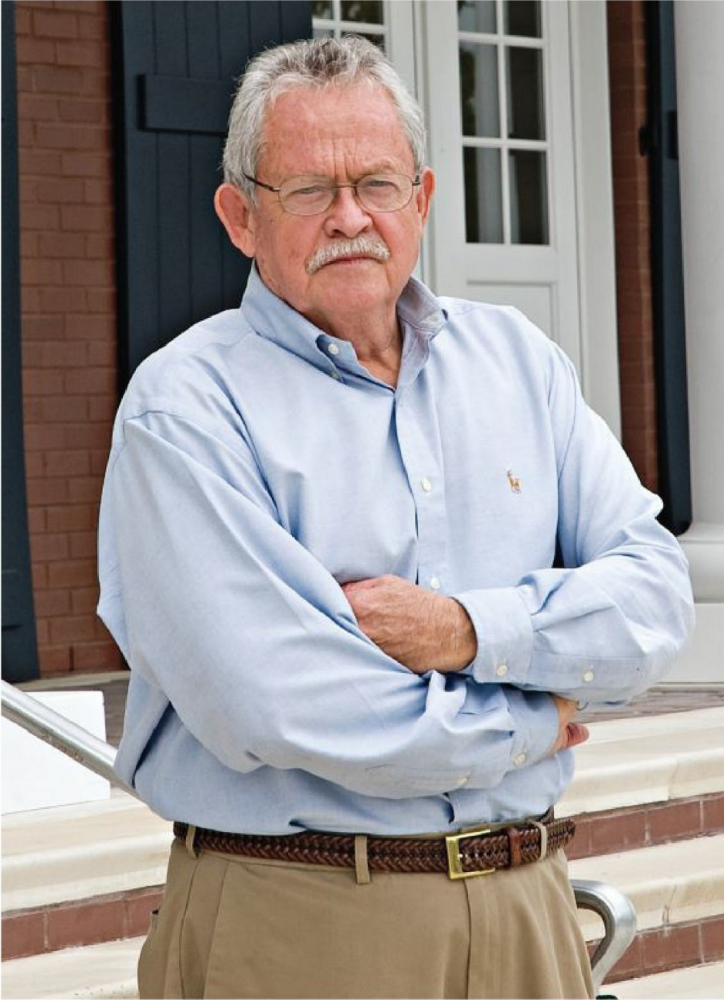
hit the airport for a rental-car drop-off, and make it back in time for a meeting with yacht broker and club member Stanton Murray; Beneteau Swift Trawler owner and club member Bob Maher; and Louis Capo, New Orleans Levee District executive director and as such, manager of two of the biggest marinas in New Orleans. Murray and Maher began by explaining how Southern’s clubhouse, destroyed

Clockwise, Top left:

Trinity Yachts’s Billy Smith and the author. Our 48 in front of the New Orleans Municipal Marina. Meeting with Murray, Maher, and Capo. A Pontchartrain Park home.



Of the Municipal Yacht Harbor, under the city’s control but still in ruins, Louis Capo had no comment, other than to suppose that “battling with FEMA” had stymied efforts.



by fire in Katrina's aftermath, had been reconstituted 18 1/2 feet above lake level atop auger-driven pilings.

"And we're the second oldest club in the country," Maher eventually concluded with enthusiasm.

"Founded in 1849," Murray added.

Capo was more reserved. Though both of his state-controlled marinas—Orleans and South Shore Harbor—

were operational, South Shore was still without a fuel dock, restaurant, and other amenities, despite the infusion of \$9 million in FEMA and insurance monies. And concerning the only other big marina in town, the Municipal Yacht Harbor (under the city's control but still in ruins) he had no comment, other than to suppose that "battling with FEMA" had stymied efforts.

This supposition, as well as the memory of what we'd seen with Smith, got me to thinking that evening, once I'd settled down for a snooze in the forward cabin of our 48, with Colón in the master, Galati captain Matt Condon on the settee in the lower salon, and Slidell, Louisiana's Oak Harbor Marina, our stopping spot for the night, glowing in the ghostly moonlight outside: Should a catastrophe of Katrina's enormous scope devastate another of our country's coasts—say in the Pacific Northwest or New England—would it take six years to rebuild?

I continued pondering the question the next morning as we moved on to Pass Christian, Mississippi, a historic antebellum community virtually destroyed by Katrina. The three-hour run left Colón and I time to check out both the town (still struggling with dirt streets, rubble-laden empty lots, and a dearth of trees) and the new Pass Christian Yacht Club, stylistically similar to the Southern Yacht Club as well as all the other rebuilt yacht clubs we visited during our trip. That afternoon, we



"I know folks here who were literally naked in the world after the storm. Without water, shelter...nothin'" —Rev. Rod Dickson-Rischel, Long Beach, Mississippi



bumped into Rod Ladner, one of the proprietors of Shaggy's Harbor Bar & Grill, the only enterprise in town with full, on-the-beach exposure to the Gulf.

"When we built this place after Katrina," Ladner explained, "we were considered the fools of the town. Yeah maybe. But ya know, I used to travel the globe for business—used to be a million-miler with Delta—but I ultimately concluded some years ago that this is the most beautiful spot in the world to be. This coast. It's home."

We encountered people with similar sentiments in Long Beach, Mississippi, the following day. The first was United Methodist minister, Rod Dickson-Rischel. "I know folks here," he said, "who were literally naked in the world after the storm. Without water, shelter...nothin'. And yet they've stayed, perhaps because of the deep level of commitment to place, community, and spirit that we have in this part of the country."

Then there was municipal marina employee David Falks and his ex-wife Vicki. They'd been married when I'd first interviewed them for a *PMY* story (see "Beyond Belief," November 2005) on Katrina's aftermath. But now things were different. Financial problems and other stresses after Katrina had caused the divorce, Vicki said while standing in the house she and her husband had once shared and laboriously restored. "It is home," she added, "but it'll never be the same."



Clockwise, Top left: Long Beach Mayor William Skellie, Jr., on the steps of the new city hall. Rev. Dickson-Rischel. The semi-complete Jones Park/Small Craft Harbor complex. Ryan LaFontaine and the author. David Falks and ex-wife Vicki.

And finally there was William Skellie, Jr., Long Beach's indomitable mayor. As I entered his office in the new city hall I remembered the last time I'd seen him, seated in a truck, bedraggled, gazing at an immense seawater-filled hole that had once been the municipal marina. But now things were different for him as well. He wore a crisp but-



Top to bottom: The new Biloxi Yacht Club is right next door to the newly rebuilt Ohr-O'Keefe Museum of Art, designed by Frank Gehry. Galati captain Matt Condon shows Gulfport Yacht Club members around our 48. Shaggy's Harbor Bar & Grill owner Rod Ladner and his wife Laura.



**"This is the most beautiful spot in the world to be. This coast, it's home."
—Ron Ladner, Pass Christian**

ton-down shirt. And, thanks to \$3 million in mostly FEMA funds, the hole had been filled with 234 slips delineated by wooden docks, a brand-new dockmaster's office, and a fuel dock. "Good to see you again, Bill," he grinned, extending a hand. "I'm still here."

The good news got even better the next day, once we'd parked our 48 at the Gulfport Yacht Club. The city's public information officer Ryan LaFontaine stopped by to give us a tour of the new Jones Park/Small Craft Harbor complex under construction nearby. And what a project! The nearly completed 319-slip marina (with accommodations for vessels up to 90 feet) sported concrete pilings and floating docks, over a dozen picturesque 26-foot towers designed to elevate and protect junction boxes and other electrics from storm surge, and several new buildings. Coming attractions, LaFontaine said, included educational kiosks, a fisherman's market, an amphitheater, and bus service. "Total cost's gonna be about \$24 million," he added, "mostly from FEMA but some from storm insurance, too."

"Positive stuff, that new complex," Colón observed as we zoomed east later on, intent on making the short run to Biloxi, Mississippi, before dark. Condon was on the 48's helm, and Colón and I were seated at the dinette table. "But it's still depressing," Condon com-



mented, “all those antebellum homes, the live oaks, the history, so many businesses... gone!”

“Yeah,” I agreed, “The Gulf Coast’s slowly comin’ back, but it’s still got big-time challenges.”

We spent our last full day in Biloxi, gambling capital of the Gulf. And while we checked out the slots at the Isle casino and thoroughly enjoyed our full-service slip at city-owned Point Cadet Marina, the real fun began when our photo-boat driver Bobby Carter pulled a spare rod from a rodholder during a lull in a photo session and asked Colón, “You fish?”

“City girl,” she replied.

Call it beginner’s luck. Within an hour she’d joyfully filled a cooler with seatrout, which Carter (who reps the Isle when he’s not driving photo-boats or directing the annual Mississippi Billfish Gulf Coast Classic) eventually transported to Bridgette Boudreaux’s Manhattan Grill in nearby Ocean Springs, Mississippi, where we all enjoyed a raise-the-roof fish fry until midnight.

Colón seemed amazed next morning. “The friendliness and humanity of these people down here!” she exclaimed, as Condon set course for Orange Beach, Alabama, our final destination. “I’ve never seen anything like it—it’s wonderful.”

“Yup,” I replied, “and that’s a big part of the story. No doubt about it.” PMY



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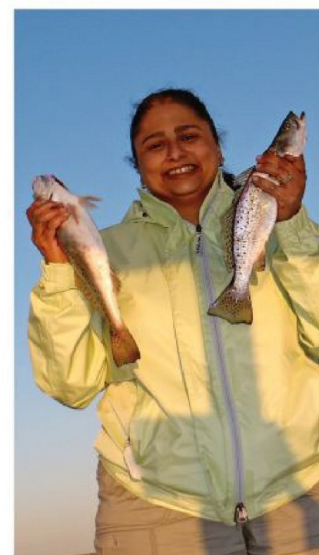
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Top to bottom: Biloxi—the Las Vegas of the South with our Cruisers in the foreground. Bobby Carter, photo-boat driver, casino principal, and fishing guide. Colón with a couple of her tasty seatrout.





Getting My Bearings

SEASense IS JUST LIKE BOOT CAMP—BUT WITHOUT THE YELLING.

TEXT BY **ALYSSA HAAK**
PHOTOS BY **BARBARA BANKS**

C

apt. Patti Moore stood next to me at the flying-bridge helm and urged me to navigate the 42-foot Grand Banks *Paper Moon* closer to Mile Marker 16. Immediately, everything that could go wrong flashed before my eyes—namely, I could crash into the piling, puncture the hull, and sink the boat. It's not that I was afraid of running the boat; I was afraid of damaging her.

But Moore simply took another drag off her Virginia Slim, leaned back, and waved me on. So I quickly pulled back the dual throttles and let the old boat coast. I was stunned at how fast a few knots could feel when you're headed directly at a piling.

And imagine that—Moore was right. *Paper Moon* got almost within touching distance of the marker without harm.



Left: Capt. Patti Moore teaches in a relaxed and casual manner.
Above: Practice with binoculars was part of the lessons.



It was my first day of class at SeaSense, a Sarasota, Florida-based boating school for women established by Moore and Capt. Carol Cuddyer 22 years ago. They met while on a charter trip when both were teachers at other boating schools; it was their similarity in teaching styles that led them to start their business together.

When they began giving lessons, the courses were 90 percent sailboats. "No one had heard of powerboat lessons," Moore explained. "[They'd] just turn the key and go." Today the situation is almost completely the oppo-

site, and the two captains and a group of assistant instructors either conduct lessons onboard *Paper Moon* or take owners out on their new boats.

"We focus on getting women at the helm," Moore explains. "It takes brains, not brawn, to man the helm. Most of the time, [the man is] bigger or stronger, so it makes sense for him to work the lines."

Though Moore and my other instructor for the week, Capt. Meg Bonnabeau, taught me many tips to make it easier to throw a line (loop it clockwise before tossing it underhand) or cast it off (doubling them up so there's no scrambling to get back onboard), the main focus was on manning the helm—repeatedly docking and undocking and maneuvering through bridges and around tight marinas. And with just two students, we had plenty of time to practice.

Through five days and three marinas, my classmate Laura Ross and I practiced in a variety of situations as we cruised the ICW along Florida's coast from Sarasota to Venice. During one of my first docking attempts, I encountered the party barge at Marina Jack's in Sarasota whose captain refused to announce her departures. *Le Barge* slipped out, and before I could process our imminent doom, Moore had leapt across the helm seat to man the controls. There was no yelling, shouting, or time for me to react besides moving out of her way.





“We focus on getting women at the helm,” Moore explains. “It takes brains, not brawn, to man the helm. Most of the time, [the man is] bigger or stronger, so it makes sense for him to work the lines.”



After I successfully docked the boat, the four of us went into *Paper Moon*'s air-conditioned saloon for the afternoon's classroom lessons. From chartplotting to learning about tides and currents to knot-tying, the lessons were a welcome escape from the surprising heat of the midday March sun.

“My skills skyrocketed after I started teaching because I had to take it all apart,” Moore told me, explaining that she didn't get into boating until her mid-20s. She eventually married a sailor, and has now even crossed the Atlantic in bunny slippers. “I learned by doing, getting yelled at, reading, and asking stupid questions,” she told me. “Eventually I absorbed the terminology through doing.”

She applies that philosophy to her teaching. We didn't tie a knot once; we tied it a dozen times. We did an engine-room check every morning. We plotted multiple courses on the charts.

“I learn every time I go out on a boat,” explained Moore. “I learn from you, from another instructor, or from doing something foolish.” Or from other boaters' mistakes, as we learned from *Le Barge*'s silent marina exits and later when we encountered other boaters during our return trip.

On our last day of class, we were cruising northbound, back to Sarasota, when we reached the

Clockwise, Top left: Class is in session. One of our first lessons was on shore power. With an easy underhand toss, I could get the rope 15 feet. Moore explained the helm's electronics while Bonnabeau explained what to look for when pulling out of a slip. Tools of the trade. *Paper Moon* chugged along Florida's ICW. Bonnabeau and Moore explain the electrical panel.



Blackburn Point swing bridge. There were boats coming from the other direction but Moore knew we had the right of way as we were going against the current. So she asked the bridge operator to radio a reminder of that to the five southbound boats approaching from the opposite direction. The bridge swung open, and the southbound boats barreled through anyway. Laura was at the helm, but again Moore jumped on the wheel to navigate us out of harm's way. And this time she did yell—but at the boaters who didn't obey the rules of the road, not Laura.

Soon we were back at Mile Marker 16, the one I'd used to practice maneuvering on the very first day. By now both Laura and I were able to navigate, maneuver, and pivot *Paper Moon* as if we'd been born at the helm. In fact when we pulled into the marina for the last time, we were a well-oiled machine. Lines were tied and the fenders were hung in rapid succession. Thanks to SeaSense and Capt. Moore, we were ready and eager to set off on our own adventures. PMY

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Sea Change

TWO EXPERIENCED CRUISING SAILORS SEEK HAPPINESS AT THE HELM OF A MARLOW 57E.

TEXT AND PHOTOS BY **PAT AND KAT CHADWICK**

H

ow do life-long cruising sailors switch from a much-loved Beneteau 423 to a Marlow 57E motoryacht after just three months of boat shopping? We aren't entirely sure ourselves, but we do know when the idea came to us. In the latter part of a two-month Exumas cruise in the spring of 2010, we were beginning to feel a bit cramped for personal space on *Jade* (the Beneteau 423) and started talking about getting something bigger. But we felt that a larger sailboat with a deeper draft and higher mast wasn't really practical for our home cruising grounds on the west coast of Florida.

The answer seemed to appear to us at Cambridge Cay in Exuma National Park when a power catamaran picked up a mooring ball near us. We watched with envy as they lowered the dinghy with an electric hoist, ran their air conditioning off a generator, and romped around their enormous deck. The seed was planted.

Our objective was to find a boat that would be comfortable for up to six months for the two of us and our four-foot iguana (also named *Jade*) and be safe in heavy weather, suitable for gunkholing, and reliable enough to take us from Florida to Grenada and points south.

We spent the first month of our search focused on power cats. We loved the speed, interior space, shallow draft, and low fuel consumption, and we were prepared to deal with the challenge of finding dockage for the 22-foot beam. We looked at several power-cat designs and then chartered one in the Abacos, which we should add was the first twin-engine cruising boat that we had ever driven. In retrospect we were lucky to have some pretty crummy weather with winds in the 30-knot range and choppy water. The ride was not at all what we had expected. It felt like one sponson was going in one direction while the other headed elsewhere.



Opposite: Kat Chadwick shows *Jade* the iguana around *Indigo* at her christening. **Above:** *Jade*, the Beneteau.



Above: *Indigo* shows her stuff on a shakedown cruise. **Below:** The Chadwicks enjoyed cruising remote beaches aboard *Jade* but were definitely ready for a new adventure.

We're not sure what it would have done in a big sea, but decided we didn't want to find out. Power cats rejected.

In the second month we looked at a couple of classic monohull trawlers, following the traditional path of many sailors. The cruising range, fuel efficiency, and solid construction were appealing, and even the eight-knot speed was an improvement over what we had averaged on *Jade*. However, we found the traditional interiors common to them a bit *too* traditional. We also thought that relying on a single engine was a little troubling and wanted to have the ability to kick up the speed if we needed to dodge ships and weather.

Next we looked at some planing-hull designs that

were configured for longer-term cruising. The speeds were awesome, the interiors wonderfully contemporary, and the pod drives appealing for novice powerboat drivers like us. However the exposed props, and particularly the pod drives, seemed too risky for the type of island hopping we had in mind.

We were ready to shut down the search and keep *Jade* for at least another year when our exhausted broker, Lee Messina of Sarasota Yacht & Ship, insisted we look at a Marlow. It was love at first sight. After overcoming massive sticker shock, we ended up with a 2008 Marlow 57 Explorer a couple of weeks later. Newly christened *Indigo* cruises at eight knots with reasonable efficiency, but can also approach 20 knots if needed. We believe the Portuguese bridge, heavy construction, and keel-protected props will provide the type of robust protection we will need for extensive Caribbean cruising, while the warm teak interior feels like it will be practical and comfortable for us for extended periods aboard.

After owning *Indigo* for a couple of months we are hopeful, but not fully convinced, that we will be long-term powerboaters. The satisfaction of making a passage under sail is clearly missing, but the comfort, conveniences, and space are certainly positive changes. In the Exumas aboard *Jade*, we only learned about the BP oil spill five days after the event while having hamburgers and Kaliks at MacDuff's. Now CNBC is streaming to our



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“ After owning *Indigo* for a couple of months we are hopeful, but not fully convinced, that we will be long-term powerboaters. The satisfaction of making a passage under sail is clearly missing, but the comfort, conveniences, and space are certainly positive changes. ”



From top: Kat prepares a meal in the tiny galley on *Jade*, the couple's Beneteau sloop. Kat and Pat Chadwick celebrate the christening of *Indigo*, their Marlow 57 Explorer yacht, with champagne in the saloon. *Jade*, a four-foot-long iguana, will also need to adapt to the powerboating lifestyle on *Indigo*.

chartplotter. We wonder: Will playing the market while on the hook negate our entire reason for going?

Adjusting to the fuel consumption will also take a large mental change. The generator alone uses more fuel than *Jade*'s trusty 56-hp Yanmar. Next on our worry list is reliability. We carried spare parts for all the critical systems on *Jade* and knew how to replace them, but with two 700-hp engines, a watermaker, a generator, bow and stern thrusters, stabilizers, power steering, a washer/dryer, a dishwasher, and four times the electronics, just learning to operate these systems will be a challenge, and repairing most of them ourselves impossible. Will all of these new toys make us enjoy cruising more or just be an enormous burden? I suspect it will take at least a year to answer that question. PMY

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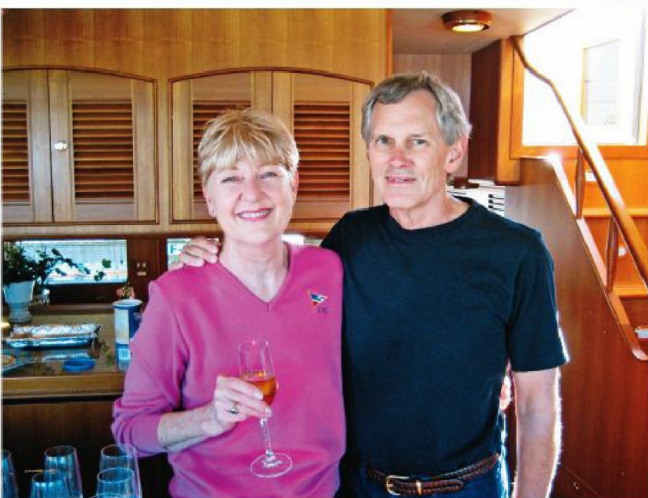
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EDITOR'S NOTE: We will continue to keep in touch with Pat and Kat as the couple cruises on *Indigo* and becomes familiar with her systems and capabilities. Keep a look out for occasional updates in the pages of PMY and at pmymag.com.





Mountains to the Sea

TEN YEARS AFTER 9/11, THE BTB MAKO RODEO KEEPS ALIVE THE MEMORY OF ONE VICTIM.



There are a lot of adjectives people commonly use to describe those who pass away before their time. Fearless is not one of them. It's just not something that people, especially men, will call another man if it isn't unequivocally true. Think about it. How many times in your own life have you done something that would be recalled as undeniably fearless? Once? Twice? Never?

But ask just about any one of Brett Bailey's numerous friends or family members to describe him and they fumble over examples of his fearlessness trying to find the one that encapsulates who he was. There are that many. Which one best describes Brett, who died ten years ago while working in the World Trade Center on September 11? Was it the time he swam out past the breakers off Point Pleasant, New Jersey, on the roughest day of the year, when no one else could paddle past the beach break? Or the time he hopped a chain-link fence to make friends with a vicious-looking Doberman pinscher (and succeeded)? Or was it when he upped the ante on the cool kids jumping off the bridge on New Jersey's Chadwick Beach Island by leaping to the water below from his friend John Boyle's jeep as it careened across the wooden planks?

His father Kevin Bailey thinks he knows. It was on a Vermont ski trip some 20 years ago on the last run of the day. Father and son were hoping for an easy run down the mountain after a long day of skiing, but when they got off an unfamiliar lift, they found themselves deep in black-diamond country with nowhere to go but down. Brett, a natural athlete, zipped down the icy slopes with no problem, thinking his father was right behind him. Except he was not. Kevin, a relatively inexperienced skier, had panicked at the sight of the precipice and taken off his skis, and was contemplating inching his way down the suicide-steep run in his boots. It was a disaster waiting to happen. At the bottom of the hill, Brett realized his father was in trouble somewhere up at the top of a cold, snowy mountain with darkness creeping in. He hiked all the way back up that trail, got his dad, and guided him back down to safety. That's who Brett Bailey was.

It's hard to hear that story and not think that up there on the 84th floor of the South Tower amidst one of the worst nightmares imaginable, that the fearlessness that defined Brett, coupled with his steadfast resolve to help the people around him, must have given succor to his companions until the

TEXT BY
KEVIN KOENIG
PHOTOS BY
CRAIG WALLACE DALE



Clockwise, top right: DellaSalla (in red) chairs the pre-tourney captain's meeting. The winner's trophy. The crew of *Andiamo* hooks up with a shark.



Above left: A hopeful fisherman registers for the tourney. More than 50 boats went out this year. **Above right:** Brett's mother and father Kevin and Judy Bailey hold an artist's rendering of their son. A large portion of the Bailey family makes its way to New Jersey for the tourney every year.

very end. And in that, there is an aching comfort.

But this is not a eulogy. Eulogies signify endings. This story is about something more.

Soon after Brett died, a core group of friends and family began planning a way to keep his memory alive. He had been an avid fisherman in his youth on the Jersey Shore, and his favorite quarry—fittingly—was the mako shark. Brett's longtime friend Art DellaSalla came up with the idea that a shark-fishing tournament would be an appropriate way to bring together the people Brett loved so much, to take part in an activity of which he was so fond. Oh, and there would also be a party. Brett was, by all accounts, a legendarily good time to party with. And so that was how in June 2002 the BTB Mako Rodeo, based out of Hoffman's Marina in Brielle, New Jersey, came to be. The proceeds and donations from the tourney would be funneled through the Brett T. Bailey Foundation and into the hands of needy families of New Jersey's National Guardsmen who have sacrificed so much to combat the forces that toppled the towers.

At first it was nothing fancy. Just a gathering of people, still bereaved, some perhaps still not quite believing he was gone—Brett was supposed to be married that June, not memorialized. They fished, sure. About 40 boats showed up, but really the tournament turned into one big party, as cathartic as any Irish wake, at a nearby bar.

The tournament has evolved over the years. A silent auction was added to raise more money. There are shirts

and hats and visors and bumper stickers for sale now. Participation has grown steadily to more than 50 boats, and the Calcuttas and prize money have as well. The young men who populated that first tourney have grown too. They've gotten married and had kids. Lots of kids. With more on the way. It felt to me like every woman at the 2011 reception was not only pregnant but chasing around a four-year-old while daddy bounced the two-year-old in his arms. And that once-raucous party after the fishing is done? Understandably it's turned more family friendly too, with a children's face painter on the docks and a bouncy castle set up in the parking lot to keep the tots entertained while the men are out to sea.

I accompanied DellaSalla out on his 44-foot Henriques convertible *Andiamo* at this year's tournament. The captain took out a trusted—if motley—crew. Brett's younger brother Yuriah was onboard. A vice president at a prestigious Wall Street firm, he's all hard angles and quick-witted comebacks. Then there was Brett's massive and supremely tanned brother-in-law Jon Ortlieb, a former college football player who was up from Florida. Two mates, Joe Kraft and Mike Mahieu, were there. Joe has a perpetual gleam in his eye like he's about to tell you the best joke you've ever heard. Meanwhile Mike comes off like your standard Jersey Shore fisherman with tattoos and fishing slang, until he plops down next to you and starts rattling off the things he's read lately. Last there's Yuriah's father-in-law Richard Mercurio. A bit older than



the rest, he mostly looks on quietly, but he's quick with a smile and handy with a rod. Despite the superficial disparities, the crew worked easily and capably together, cracking wise and gassing beers, talking about the things men talk about when they're miles away from women and land. The action was good too. Plenty of sharks were biting, particularly after the scallop boats came by and churned up the ocean floor. But there was no winning mako pulled aboard *Andiamo* this year. That honor went to a boat that has won this tourney before. But it didn't seem to matter to DellaSalla (too much) back at the docks that night, where, surrounded by Brett's family and friends, he doled out awards and made a speech on his departed friend's behalf and in turn was feted by Brett's mother Judy, for all the work he has done to preserve her son's memory. Everyone should have a friend like Art DellaSalla.

When the speeches ended the deejay cued the music back up as little girls and their mothers filled up the dance floor. Others milled around, talking and sipping cold beer, not quite ready to leave—after all, it's not often you get this many good friends and family in one place at the same time. And from the speakers, Ben E. King's paradoxically desperate but reassuring baritone permeated the warm night air:

"If the sky that we look upon/should tumble and fall/and the mountains should crumble to the sea/ I won't cry, I won't cry/No I won't shed a tear/just as

“He made a speech on his departed friend's behalf and in turn was feted by Brett's mother Judy, for all the work he has done to preserve her son's memory. Everyone should have a friend like Art DellaSalla.”

Clockwise from top: *Andiamo's* catch. A face painter entertained the kids on the dock. Brett's sister Yarah with her husband, Jon Ortlieb, and daughter, Madeline.



long as you stand, stand by me."

As the last streaks of golden, late-spring light faded to soft purple on the horizon, one thing was clear: Brett is gone, but ten years later somehow he's managed to get everyone safely back down the mountain. PMY

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Looking for options? You can order your 53 with an open or enclosed bridge that has either a forward or aft helm station. As for

EXCLUSIVE: RIVIERA 53 EFB

TEXT BY
CAPT. RICHARD THIEL
RIVIERA'S NEW
ENCLOSED
FLYBRIDGE
LETS YOU PICK
YOUR POWER
AND YOUR
POINT OF VIEW.

A Matter of Choice

propulsion, pick from double- or triple-IPS pod drives and ZF 4000 pods with your choice of MAN or Caterpillar diesels of up to 1,015 hp.



Top: An aft galley and flip-up window make cockpit dining a breeze. **Above:** Pod drives create additional space in the amidships master.

Some boaters are all about choice—they want options and plenty of them. Others avoid making decisions and are happy to take what's presented to them.

For those of you in the first category, I have the perfect boat: the Riviera 53 Enclosed Flybridge. This boat is all about choice. Regarding power, there are twin ZF 4000 pods connected to MTUs or Caterpillars rated to 1,015-hp, twin Volvo Penta IPS1200s, or the setup I tested in Australia, triple IPS600s. Not only does this menu

represent a gearhead's smorgasbord, it's also a major engineering feat considering the disparate weights and centers of balance of each option. Riviera pulled it off by using a proprietary version of CAD it terms Riviera's "Uni-Graphics NX three-dimensional software." The software allows designers to vary a number of parameters, including engine weight and position, and still optimize running trim and balance.

I was able to test only one permutation, the triple IPS600 version in Hull No.1, which debuted at the Sanctuary Cove Boat Show. I am not a

fan of triple- or quad-engine installations, primarily because of their added mechanical complexity. Yet I found the 53 to be one of the best-balanced boats of its size I've ever run. Handling was razor-sharp, and her turning radius was rewardingly tight—a couple of boat lengths at WOT. Sound levels were low, peaking at just 67 dB A at full throttle. Vibration was nonexistent, and engine access—an Achilles heel of triple-engine installations—was flawless, thanks to something I've never seen on a 53-footer before: a cockpit sole that lifts electrically to expose everything—and I do mean everything. And for those heavy-weather days when you need to check on the mains and don't want to venture outside, there's a day hatch in the saloon leading to the ER.

The 53's sharp performance is due in large part, I suspect, to experience. Riviera has a lot of it with IPS—the company has built more than 150 boats with it. IPS installation is replicable—once you get Hull No.1 sorted out, subsequent boats should require no deviation from the system. Figuring out that first boat is the trick, and some builders do it better than others. The Riviera guys tell me the 53 was dialed in right out of the box, and it surely felt that way to me.

Of course, we all know that pod propulsion pushes the engines aft, freeing up space for things other than blocks of iron. On the 53, one of those is a single 925-gallon fuel tank that, combined with decent fuel efficiency, provides good range: 462 miles at about 25 mph (3000 rpm). Another is a full-beam amidships master with en suite facilities, a first for Riviera in this size range. Yet another first in this range is an enclosed bridge than can seat ten, and the minute I walked up the interior stairway to it I knew this would be the focal point of the boat. (The big cockpit, which has two barbecues, is a close second.) It's a mystery to me how



The Basics

Standard equipment:

Volvo electronic steering and controls; infused hull; 102,000-Btu A/C; 4/bilge pumps; ER fire-suppression system; 2/duplex fuel-water separators; 3/Vacuflush MSDs; programmable DC circuit control; 17.5-kW Onan genset; 1.2-kW inverter; 2/Glenninning CableMasters; fresh- and saltwater anchor wash-downs; cockpit chair reinforcement; 40" and 32" LCD TVs; Bose Lifestyle system; central vacuum; 2/ice makers;

3-element induction cooktop; microwave-convection oven; 2/fridge drawers; sun-roof; Strataglass bridge enclosure (aft); 2/Pompanette helm chairs; docking joystick; VHF; aft docking station (w/ aft helm); bottom paint

Optional equipment on test boat:

forward helm; cockpit joystick; 771-lb. davit; 6/rod holders; teak cockpit sole; transom barbecue; swim platform; 26-, 19-, and 15-

inch LCD TVs; 3/master stateroom ports; cockpit awning; hull color; windshield cover; galleyware; 2/Raymarine E140 MFDs, DSM depthsounder, LP-125 WAAS GPS, ST70 autopilots w/ repeater; 4/Aqualuma underwater lights

Optional power:

2/900-hp Volvo Penta IPS1200s; MTU and CAT diesels to 1,015 hp w/ ZF 4000 pods

Base price: \$1,683,700

Above: There's a full bar below the internal staircase leading to the enclosed flying bridge.



Riviera managed to make it so big and avoid a top-heavy appearance. It has all the amenities you'd expect, such as a wet bar and icemaker/fridge, plus two you might not. One is a standard electric sunroof. (Air conditioning is also standard.) The other is another big choice: helm position. You can have it all the way forward or all the way aft. On my boat it was forward, an excellent choice for cruisers. The aft position allows the helmsman a good view into the cockpit, something that should be particularly appealing to those who chose to rig the 53 for serious fishing.

I enjoyed my time at the wheel of the 53 but couldn't help wondering how she would have run with the ZFs or bigger IPSs. But that's the trouble with choice—no matter how many you have, you're never totally satisfied. PMY

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Top: A soft enclosure aft adds to the flexibility of the enclosed bridge. **Above:** The 53's flying-bridge helm can be forward or aft.



PMY's Numbers | Riviera 53 EFB

rpm	mph	knots	gph	mpg	nmpg	range	nm range	db	angle
1000	8.7	7.6	2.3	3.78	3.29	3,149	2,738	58	1.0
1500	10.0	8.7	7.9	1.27	1.10	1,054	916	59	1.5
2000	12.2	10.6	17.2	0.71	0.61	588	511	61	3.5
2500	16.7	14.5	30.6	0.54	0.47	453	394	63	6.0
3000	24.8	21.5	44.6	0.55	0.48	462	402	67	6.0
3580	33.8	29.4	66.3	0.51	0.44	424	369	67	6.0

vitals

Propulsion:

3/435-hp Volvo Penta IPS600s; Volvo IPS marine gears w/ 2.10: 1 ratio; Volvo P3 propset

LOA x Beam:

59'8" x 16'10"

Draft:

4'10"

Weight (dry):

49,160 lbs.

Fuel: 925 gal.

Water: 198 gal.

Std. power:

3/435-hp Volvo Penta IPS600s

Cabins:

1 master, 1 VIP, 1 guest

Price as tested:

\$1,855,137

Conditions:

temp: 70°F;

humidity: 45%;

wind: 8-12 mph;

seas: 2'; **load:** 450

gal. fuel, 198 gal.

water, 4 persons,

100 lb. gear;

Speeds are two-

way averages

measured w/

Raymarine GPS.

GPH taken via

Volvo electronic

display.

Range 90% of

advertised fuel

capacity.

Decibels meas-

ured on A scale.

65 dB-A is normal

conversation.



Above: Want a boat with good engine access? The 53's cockpit sole lifts to expose the triple IPSs.



Above: The Sessa C54 has distinctive lines that the company describes as animal-like, which may seem like an odd way to

EXCLUSIVE: SESSA C54

Beating The Heat

TEXT BY
KEVIN KOENIG

THE SESSA C54 IS AN ELEGANT AND
NIMBLE BOAT THAT'LL KEEP YOU COOL,
LITERALLY AND FIGURATIVELY.



Photo courtesy of Sessa

The Miami heat is unbeatable in June. And I'm not talking about LeBron James and company, as they clearly are capable of faltering in the summertime. I'm talking about the actual temperature in The Magic City in that first, blistering month of summer. As I meandered through the streets of Miami Beach in a rental car with spotty air conditioning, trying to find the house where my Sessa C54 test boat was docked, the irony did not escape me that shortly after the Dallas Mavericks had stomped out the Heat in the NBA finals, the Miami heat was so thoroughly kicking my butt.

When I finally did find the house, it was a welcome sight for a few reasons. First off, with modern architecture and a white exterior, it resembled a giant refrigerator, big enough to live in, which seemed like a great idea at the moment. And second, when I was let in the front door, a cold blast of air smacked me in the face, which also was nice. And last, a panoramic window out back gave me my first glimpse of the very cool-looking sport cruiser that I was to pilot around Biscayne Bay that afternoon—not to mention the rep for Fastboats Marine Group, the sole Sessa U.S. distributor, standing on the foredeck of a technicolor speedboat waving his arms and pointing at the Sessa.

The “coolness factor” of my test boat's exterior was in no small part due to her optional silver and gray hull paint, which shimmered almost magically while the rest of the landscape baked. When coupled with the boat's sleek lines and beefy overall feel, that color scheme made the boat look to me like some oversized mechanical seal, ready to whisk me away to ports unknown. In the back

describe a boat, until you lay your own eyes on her. Note her large sunroof as well.



Top: The amidships master is spacious if a bit “steppy.” **Above:** The saloon manages to be charmingly modernist but not minimalist.

of my mind I wondered if she would be as supremely agile as that aquatic animal.

Stepping onboard I immediately made my way across the teak-sole cockpit to the engine room hatch. After lowering myself into the compartment, which housed two Volvo Penta IPS900s, I immediately noted the upgraded 16-kW MASE generator aft and to port. MASEs have unique intercooling and oil-distribution systems, which make them popular among offshore racing enthusiasts as well as the U.S. Coast Guard. I would be remiss however if I didn't mention that the engine room was a bit cramped and had only about five feet of headroom.

Curious about this lack of space, I made my way topside and inspected the hydraulically operated teak-covered swim platform, which is large enough to hold the roughly 12-foot RIB that the owner currently had up on a lift at the dock. As I suspected, there was a storage area forward of the platform that accounts for some of the lost space in the engine room. It's not big enough to hold a tender, but it is a handy place to store things like snorkeling gear and beach toys.

Working my way back up to the cockpit, I took in the centrally located teak cocktail table, as well as a sunpad that is easily large enough for two. "This is for when you want some sun," the owner's captain said.

"And this for when you don't," he added as he flicked a switch and an optional awning extended to cover the whole cockpit. Meanwhile, the captain went to work unfolding the cocktail table—formerly a place just big enough to hold some drinks—into a full-size dining table, while also transforming the sunpad into seats accommodating that table. Not a bad way to tame a blazing sun.

Moving forward past a grill situated to port, I entered a thankfully well-air-conditioned saloon replete with soft, chocolate-colored leather and glossy woods. A leather and white fabric upholstered settee to starboard sat directly across from a 32-inch Samsung flatscreen that rose up electrically from behind a Vitrifrigo refrigerator. A hook-up for DirecTV and an optional Bose sound system completed the indoor entertainment goodies.

Up two stairs and to port the dining settee is large enough for four but ideal for two. As I sat there testing out the admirably deep and comfortable seats, the captain again flicked a switch and a sunroof opened, flooding the saloon with so much light I literally had to put on my sunglasses. The light extended down to the accommodations deck where it illuminated the airy and stylish amidships galley, which features a chrome sink, a three-burner stove, and a KitchenAid dishwasher, as well as more than enough room to maneuver around while you're whipping up some lobster fra diavolo for your guests.

Forward of the galley there's a roomy VIP cabin for a boat of this class, sporting a queen-size bed and a surprising amount of closet space, as well as an en suite head with a separate door leading to the galley. Down several steps from the galley and slightly aft



The Basics

Standard equipment:

Volvo Penta electronic steering and controls; Lofrans electric anchor winch; electric sunroof; stainless steel cleats; teak swim platform w/ disappearing cleats; Sony AM/FM/CD w/ remote control in saloon; 32" Samsung saloon TV; LED ambient lighting; microwave; GPS antenna; Raymarine E120W w/ HybridTouch screen;

digital TV antenna; 11.2-kW MASE generator; A/C; electric bilge pumps w/ manual/automatic actuation; dishwasher

Optional equipment on test boat:

SidePower SE 120 bow thruster; 16-kW MASE generator; 60,000-Btu A/C; Raymarine E120W w/ HybridTouch screen chartplotter, RD418

radar, and DSM300 digital depthfinder; Bose Audio Lifestyle 18 system in saloon; 26" LCD TVs in master and VIP; washer-dryer; grill in cockpit; electric cockpit awning; anti-fouling paint

Optional power:

none

Base price:

\$1,375,000

Above: A standard flatscreen TV in the saloon pops up from behind the refrigerator.

of amidships sits the master, generously endowed with natural light by large windows to either side. This owner had also installed a curious but pleasing option in the shower: LED lights that flicker from green to yellow to purple to blue at intervals. Frivolous? Definitely. Cool? For sure. The one thing I did find slightly disconcerting about the master's layout is that there are a number of steps within it to accommodate the natural shape of the hull. Although not altogether uncommon for a boat of this type, the layout did feel to me like a stubbed toe or three waiting to happen.

As I made my way back up to the helm I was eager to see if the C54's performance would mirror her athletic lines. After all, the model represents the fourth generation of pod-driven boats produced by Sessa, so the company has had plenty of time to perfect the technology's capabilities. It was soon clear that Sessa had done its homework. Gliding

across the lake-flat waters of Biscayne Bay at nearly 40 mph, I steered the boat through some graceful S-turns and looping figure eights. When I put her hard-over to starboard, she did a 180 in almost exactly two boat lengths. The particular boat I was on required a decent amount of steering input before she reacted but once the turn began in earnest, look out, because she was about as nimble as that aforementioned seal. And with that big sunroof pushed all the way aft and the wind blowing through your hair out on the bay on a sunny day, well, somebody better dial up Mr. James and let him know that Sessa's found a foolproof plan to beat the Miami heat too. PMY

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Above: A convertible sunpad and dining area in the cockpit offers a versatile place to relax and take in some breathtaking views.



PMY's Numbers | Sessa C54

rpm	mph	knots	gph	mpg	nmpg	range	nm range	db	angle
1000	10.3	9.0	8.0	1.29	1.13	662	535	65	2.0
1250	11.4	9.9	14.0	0.81	0.71	387	336	69	5.0
1500	19.2	16.7	21.0	0.91	0.80	434	378	70	4.5
1750	25.2	21.9	30.0	0.84	0.73	399	347	74	5.5
2000	30.9	26.9	40.0	0.77	0.67	367	320	76	4.0
2250	36.7	31.9	58.0	0.63	0.55	301	261	74	4.0
2390	39.7	34.5	72.0	0.55	0.48	262	228	76	4.0

vitals

Propulsion:

2/700-hp Volvo Penta IPS900s; Volvo Penta gears w/ 1.88:1 ratio; Volvo T4 propset

LOA x Beam:

53'2"x15'5"

Draft: 4'9"

Weight (dry):

46,200 lbs.

Fuel: 528 gal.

Water: 148 gal.

Std. power:

2/700-hp Volvo Penta IPS900s

Cabins: 1 master,

1 VIP, 1 guest,

1 crew

Price as tested:

\$1,550,000

Conditions:

temp: 94°F;

sea temperature:

70°F; **humidity:**

62%; **wind:** 8-12

mph; **seas:** 0';

load: 250 gal.

fuel, 0 gal. water,

2 persons, mini-

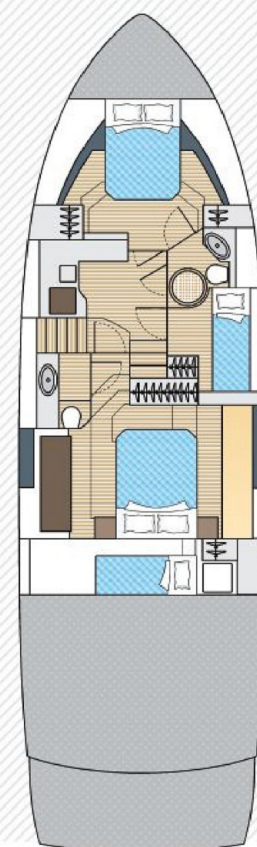
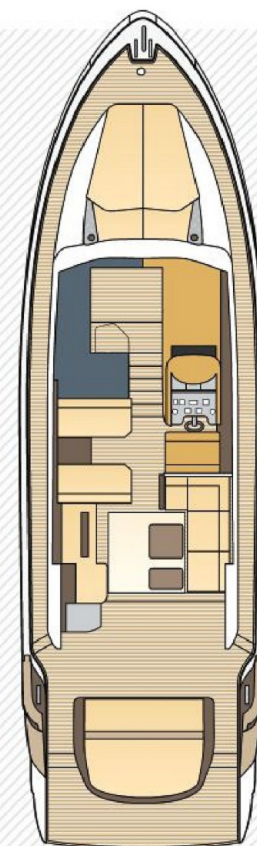
mal gear; **Speeds**

are two-way aver-

ages measured

w/ Raymarine E120 GPS **GPH** extrapolated from Volvo fuel curve.

Range 90% of advertised fuel capacity. **Decibels** measured on A scale. 65 dB-A is normal conversation.



Above: The plush helm is next to an indoor dining settee. Both enjoy natural light from the sunroof.

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Passagemaking



AZIMUT Magellano 50

Magellano 50 is the first 50-foot motoryacht that can cruise continuously, everywhere, while maintaining great respect for the environment, thanks to her CE class A approval coupled with the Rina Green Plus class notation. She is the first of the "new long range" vessels to offer an abundance of light and large windows throughout the lower deck; and absolutely the first 50-footer to offer an outdoor salon in the bow and four alternative layouts below deck, responding perfectly to the owner's requirements.

A high level of eco-compatibility, safety, and stability in all sea conditions, easy handling and superior comfort for extended cruising are the characteristics of this innovative model. For the first time, modern style and seafaring tradition have come together in perfect harmony.

The DUAL MODE hull, designed by Bill Dixon exclusively for the Magellano models, presents an underwater shape which looks like a hybrid between a traditional round bilge and a modern vee-bottom hull.

The V bow and deep rounded bilge section along the centreline offer excellent stability and superior cruise comfort by reducing and softening pitching. Broad hard chines and a shallow deadrise aft provide a flat planing surface down the sides, maintaining lift at slower cruising speeds.

The soft section in the middle acts like a shock absorber, easing the shift from displacement to planing speeds by optimizing the consumption ratio.

The avant-garde classic for cruising and experiencing the yachting lifestyle in total freedom has arrived.

The Magellano 50 takes her place beside the larger Magellano 74, being the second model of a new generation of modern and sophisticated long-range boats designed by Azimut Yachts.

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Passagemaking



CHEOY LEE 151 MAZU

Mazu, the sistership to *Marco Polo*, is nearing completion at the Cheoy Lee shipyard. Her anticipated arrival in the U.S. is scheduled toward the end of September, in time for the Fort Lauderdale International Boat Show.

Like *Marco Polo*, *Mazu* was also created by Naval Architect Ron Holland in conjunction with MMC and built by Cheoy Lee Shipyards, meeting every expectation with flawless success. Her amazingly low-carbon footprint has put *Mazu* in a category as one of the greenest yachts of its size in the world, benefiting from a very evolved commercial engineering and naval architecture background. This approach not only offers the owner greater reliability, but also 35% (or better) fuel savings. *Mazu* has also had the advantage of her sister's extensive long-range voyages to refine her with such upgrades as added length to the swim platform, a hardtop on the fly-bridge, and retractable awnings on each aft deck. She also features improved overboard access and a third 90kW generator to her forward water-tight machinery room.

Mazu is very similar to her sistership in decor but differs in the way of additional crew space thus giving accommodations for a total of 12 crew. Her exterior is a drastic departure from her sistership with beautifully executed paint work in a very dramatic high-gloss deep red hull finish. If that doesn't put the "wow" in the wow factor, what does?

For information or an appointment to see *Mazu* please contact Marty Isenberg, Cheoy Lee shipyard representative, at (954) 448-0561 or email martyi@cheoylee.com.



Passagemaking



HATTERAS 60 Motor Yacht

How did Hatteras Yachts fit 70 feet of interior space into a 60 Motor Yacht?

Beautifully.

Perhaps the most impressive thing about the new Hatteras 60 Motor Yacht is how it feels like so much more: More room. More luxury. More speed. More... Everything.

It all begins with a completely re-engineered and redesigned interior. After working with dozens of owners and cruising enthusiasts, the Hatteras Design Team worked to create a brand new interior for the already successful 60 Motor Yacht. The result? A showpiece of superior design, quality and craftsmanship.

The spacious salon features an oversized L-shaped leather couch, large club chairs, fine African mahogany cabinetry, and a state-of-the-art entertainment system. Adjoining the salon is an expansive "country-kitchen" galley that is fully equipped and boasts fine granite countertops, a large dining table with extra seating, an optional wine cooler, and an abundance of storage. Below deck, the capacious companionway continues forward

to reveal three spacious staterooms (including a full-beam master suite) and two beautifully appointed heads.

The 60 Motor Yacht's exterior boasts a large flybridge area with ample seating and a redesigned helm station on the centerline. The after deck can be configured for extra entertainment, including a sunpad and optional grill; or be equipped with a davit to accommodate a variety of water toys. Underneath, the aft deck provides seating for eight, and allows for easy access to the swim platform and engine room.

The many amenities and luxurious features, combined with its intuitive layout, give the 60 Motor Yacht the feel of a larger motor yacht. And the 60's efficient hull design and large fuel capacity means longer, faster runs with a more stable ride. All with a boatbuilding pedigree that has made Hatteras a leading name in Motor Yachts for more than 50 years.



Passagemaking



APREAMARE | MAESTRO 82

Recently I had the pleasure of spending a week on "Lady Maestro", our incredibly comfortable 82 footer. We have designed this incredible passage maker to extend the modern conveniences of home without sacrificing seafaring capability or performance.

The salon has a huge U shaped seating area that is extremely comfortable. Power windows open to let in tropical breezes if so desired. Press a button and a large flat screen LED TV raises out of its hiding spot in the cabinet across the room. This boat is built to entertain with ease. The granite wet bar has plenty of storage for liquors and glassware and its own ice maker with easy access to the galley directly across the hall. The impressive open stairway from just behind the pilot house is a great focal point while elbowing up to the bar.

The galley has a large fridge/freezer to store enough food for a relaxing crossing. There is plenty of granite workspaces and all the bells and whistles needed for creating great meals while at sea.

The fly bridge has a plush full length bench seat that extends from the helm station which easily seats five adults. Behind the helm is a beautiful granite table which has a wrap around seating area. Also up top across from

the dinette area is a spacious food prep island complete with ice maker, sink, fridge and grill. A smaller fridge is located just behind the helm seat on the other side. Further back and placed in front of the tender is the hot tub.

The planning hull with its huge bow flair makes her an extremely dry boat. While cruising the Mediterranean we had a moderate chop which went unnoticed to all onboard. This is one smooth vessel! She has a long distance cruising range of over 1800 miles with a fuel capacity of 1955 gallons. She can also cruise at 26 knots up to 31 max. An on board water maker insures an endless supply of fresh water with a holding tank of 349 gallons. Twin MASE generators supply silent power whenever you desire it. The MTU 1850HP diesel engines are quiet workhorses that will make any passage truly worry free.

A passage making yacht that was designed to please all of ones senses and feel at home everywhere you step.



MAESTRO

Passagemaking



MARLOW Voyager 76E LR

Our new series of long range cruisers, the Marlow Voyager, cater to the yachtsman who enjoys cruising in local waters or venturing long distance across the ocean.

The development of our Marlow Voyager was purposely designed to have a reduction in speed capability compared to our Marlow Explorer series. By slightly reducing the wide open throttle capability, her low speed range has been significantly enhanced.

The center of gravity is far lower making the yacht more stable. Allowing greater comfort whether stabilization is on or off, at anchor, or underway.

Construction methods are of technology similar to military aircraft. The result is a fully infused structure, whereby the skin is the frame in lieu of building it more similar to a tract home with studs, joists, etc. occupying huge volumes of internal spaces. The bulkheads in a Marlow are there to make a stateroom, head or other accommodations as opposed to supporting a weak skin of ordinary hand laminating.

A very large on-deck master stateroom with private entrances allows ac-

cess to the wide protected Portuguese bridge and foyer.

Boasting 7' of headroom in her machinery spaces with an overall height of just 18' to the top of the command bridge, the Voyager Series occupied four years in design and development breaking new ground for serious cruisers or weekend boaters. Carrying Bureau VERITAS certification of "Unrestricted Navigation" attained by less than one half of one percent of yachts produced today. The highest honor a shipbuilder can achieve. It is indicative of a company that is filled with people who work with their heads, their hands and their hearts.

We invite you to come to the Ft. Lauderdale Boat Show on October 27 through 31, located at the Bahia Mar Marina, dock BC, slips 1, 2, 20 and 21. Call to schedule your private viewing appointment at 1-800-362-2657. We look forward to seeing you there!



Passagemaking



NORDHAVN 63

The new 63 is an aft-wheelhouse version of the N60 with its extended cockpit and boat deck. Looks-wise, however, the new model can be considered the “next generation” Nordhavn 62 with its salty aft-pilothouse configuration. For those who love the N62 but have a width restriction at their slip, the N63 may be the perfect choice with its 18-foot beam. One of P.A.E.’s greatest qualities is the ability of its Chief of Design, Jeff Leishman, and his engineering staff to continually conceive, design and introduce exciting new models.

While the 63 shares the same hull as the N55/60 designs, an entirely new deck and engine room mold have been created for it, providing increased interior volume and added amenities. Perhaps the greatest attribute of the N63 is realized while stepping through the cockpit door. Not only is this boat incredibly spacious, it exudes luxury. Standard on the 63 is a raised-paneled cherry wood, and in the galley is a 700 Series Subzero refrigerator and freezer, as well as a U-Line freezer in the utility room, providing enough storage for extended traveling.

The main saloon is large and offers two wrapping settees for entertaining, with the galley on the same level. A unique hatch alcove on the port side of the Portuguese bridge allows light and air below to the galley; it sits just above the GE stainless steel LPG 4-burner stove and convection/microwave oven.

Four cabins and four heads, including a sumptuous master suite, provide comfortable berthing for owners and a number of guests/crew.

The 63 is powered by the John Deere 6081AFM w/M3 rating of 330HP @ 2,300 rpm, which is keel-cooled to enable a dry-stack exhaust. Her cruising sweet spot is 8 knots. Her 2,500-gallon capacity allows a cruising range of at least 3,000 nm of luxurious, comfortable and safe cruising.



Passagemaking



SUNREEF YACHTS 70 Sunreef Power

Launched in 2008, the 70 Sunreef Power is a rare example of a luxury medium-sized power yacht (60-90 feet) with extremely high fuel efficiency, trans-Pacific range and top speeds reaching 20+ knots. This exceptional yacht was conceived by the Sunreef design office with the advice from Laurent Bourgnon, a famous sailor with a wealth of experience in catamaran regattas. All other semi-custom yachts from the Sunreef power line have maintained the same hydrodynamic and performance-oriented line of the 70 footer.

With its totally customized design and finish according to the owner's wishes, this yacht model can be made in exclusive version featuring a Jacuzzi and second navigation station on the fly, powerful engines, rich and modern interior design, state-of-the-art electronics on board, and many other fancy gadgets. For owners wanting to perform long travels aboard their yachts and discover the world's most remote and wild places, the Sunreef Power can be converted into an expedition yacht with underwater bulbs, green features such as solar panels, wind and hydro generators, and complete LED lighting, without compromising its luxurious and customized finish.

Today, Sunreef power catamarans are cruising with owners and their families in French Polynesia, Chile and Mediterranean. The first unit, JAMBO, has traveled from Poland to Bora Bora through Northern Africa, South America and Pacific which means more than 18,000 nautical miles with fuel consumption reduced at times to 1,77L per hour per engine (2 x 455HP) at 8 knots!

Recently launched DAMRAK II cruised in Scandinavia before heading to the Mediterranean for the summer. With an average cruising speed of 11 knots, DAMRAK II consumed only 20L per hour per engine (2 x 870HP) with a range equaling 4,000 nautical miles. Reducing speed to 8 knots translates to a range up to 10,000 nautical miles on one fuel tank (2 x 8,000L).

 **Sunreef Yachts**
LUXURY YACHT BUILDING

Passagemaking



BENETEAU Swift Trawler 52

While other trawlers like to brag about one particular aspect that puts them ahead of the rest, Beneteau thinks it's more about combining all those features you want in a trawler to create a cruiser you and your family can enjoy for years. That's what the Swift Trawler transformation is all about.

Speed. It's not a simple matter of brute force. The Swift Trawler 52 achieves its pace through the perfect marriage of hydrodynamics and less weight, as well as adequate power – with either twin 600HP Cummins QSC 8.3Ls or twin 575HP Volvo D9s. The Swift Trawler 52's sleek, responsive semi-planing hull designed by Joubert & Nivelt can knife through swells with minimum resistance.

Beneteau designers considered only the lightest yet strongest materials for the Swift Trawler because less bulk means more knots. Using these principles, Beneteau doesn't have to put the biggest engine possible in the Swift Trawler – just the right one. The result is speed that's easy to control and easier to live with.

Comfort. The Swift Trawler is designed for comfort, inside and out. All of Beneteau's trawlers have plenty of room and a steady ride because of their working heritage. But Beneteau has used its 100-plus years of designing functional, comfortable sailing cabins to utilize every square inch and make a big space even bigger.

Aboard the Swift 52, the Pierre Frutschi interiors feature a functional layout bathed in natural light with 3 staterooms, 2 heads and a well-equipped galley. On the exterior, the Swift Trawler's refined hull sports huge chines to deflect spray away from the deck and provide quick turning capabilities with little heel in any weather.

The Swift Trawler 52 is made by those who are passionate about craftsmanship – for those who are passionate about cruising.

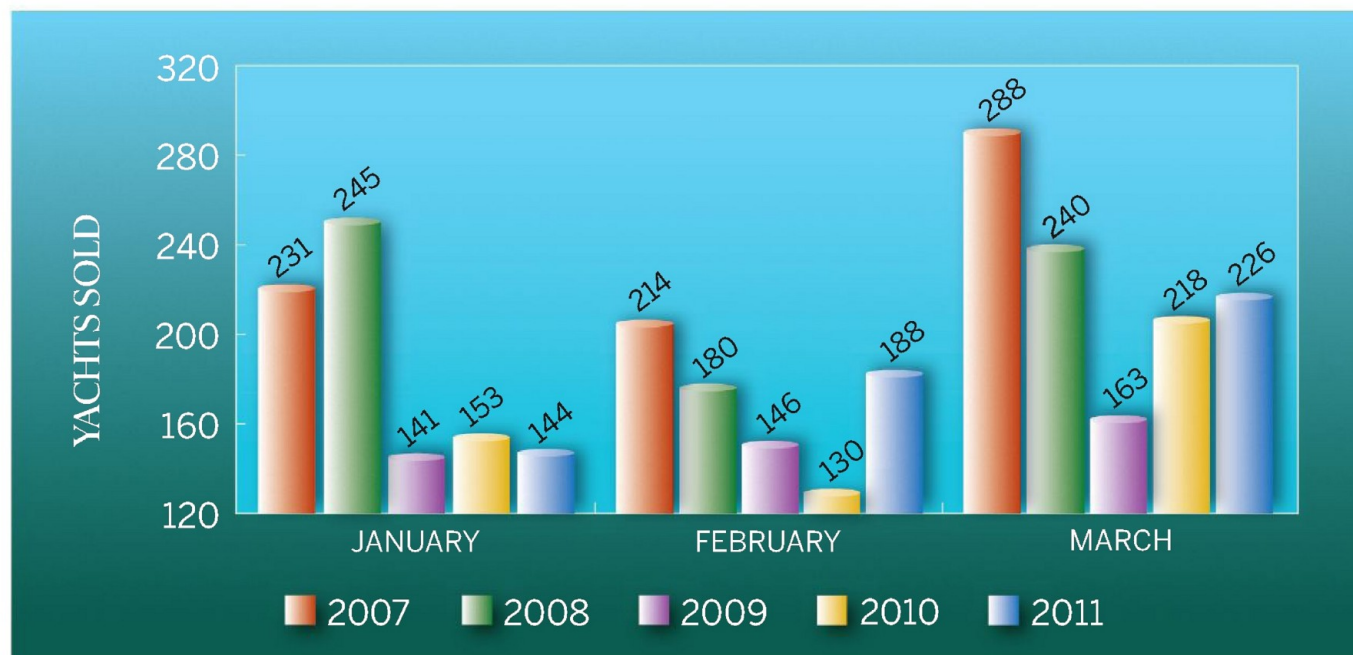


BROKERAGE

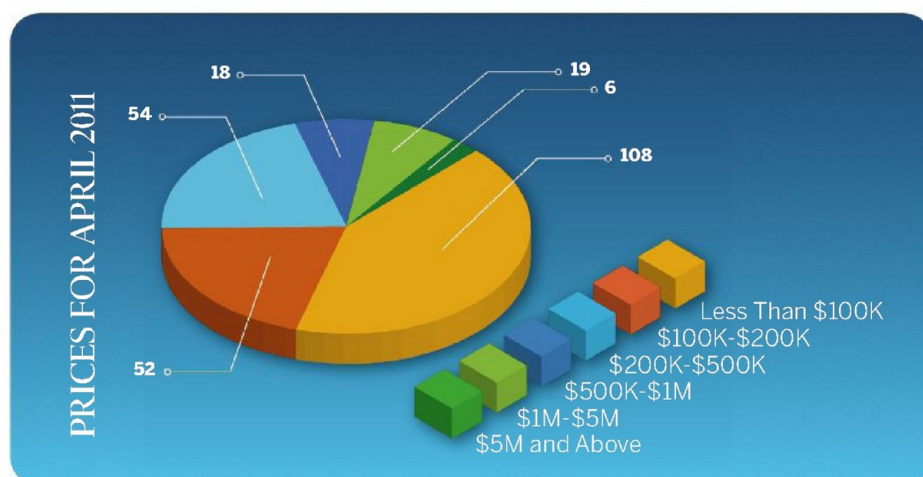
BREAKING OUT THE LATEST DATA FROM YACHT COUNCIL.

TEXT BY JASON Y. WOOD

Q1 Boat Sales See Gains



The number of yachts sold through yachtcouncil.com in each month of the first quarter from 2007 to 2011. While 2009 saw the lowest total sales for the quarter, the first quarter of 2011 showed steady gains month to month.



Number of yachtcouncil.com-listed yachts that closed in April 2011 by selling price. Ten percent of yachts (25 total) had incomplete sales data, so final prices were estimated using the average discount from the sales for the month.



All or Nothing

All or Nothing, a 2008 Azimut 62S with twin 1,015-hp Caterpillar C18s, sold on April 11, after less than four months on the market (final price unavailable).

Photo courtesy of Azimut

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40 Meter (132')



32 Meter (105')

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72 Motor Yacht

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Princess 64

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V52



V72

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V62

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Submitted by John & Charlene MacDonald - Sea Vixen

1 can (12oz.) frozen limeade
1 bottle beer (Corona or Kalik)
1 can (12oz.) tequila
¾ can club soda
½ can Triple Sec
3 circles Grand Marnier
Add all ingredients and stir in qt. container



Let's do it again next year!



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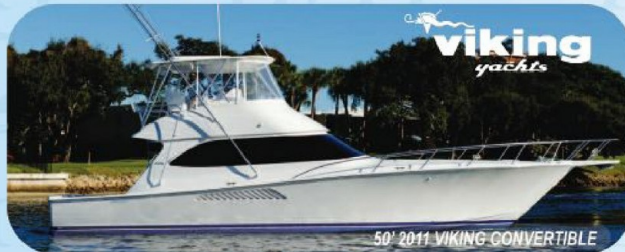
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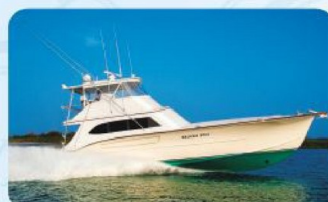


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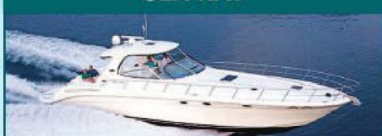
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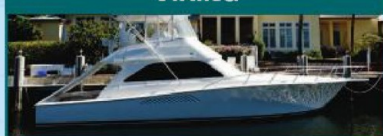
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1050hp MANs, 2/2 layout, chipper, H2O maker & more!
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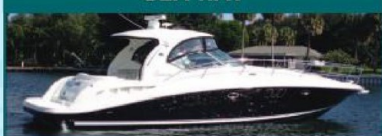
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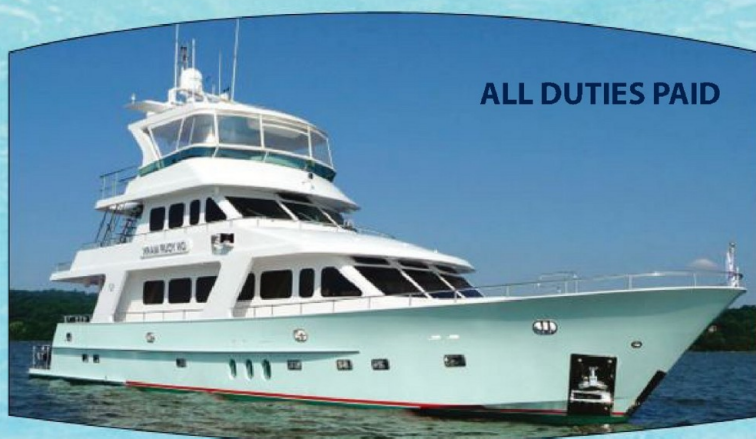
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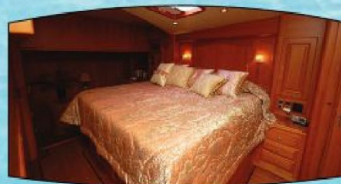
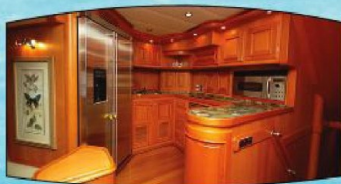
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Major Price Reduction



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New Engines 2002



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New to Market | Call for Details



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Asking \$699,000 | Make Offer



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Extensive Extras | Trades Considered
Kept Undercover | \$995K | Bring Offers



1997 84' Hatteras Elite Series
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Make Offers



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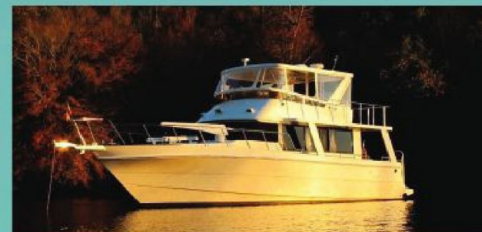
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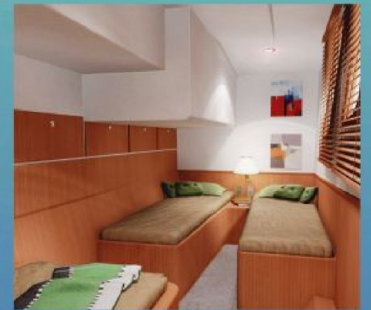
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BLUEWATER

Yacht Sales



2000 Viking 47 Convertible



2007 Viking 45 Convertible



2008 Ricky Scarborough 50



2009 Custom Carolina Gilliken 45



1987 Bertram 54 Sportfish



2002 Viking 52 Convertible



2001 Viking 50 Convertible (also '97)



2006 Viking 48 Convertible



2001 Viking 61 Convertible



2008 Viking 60 Convertible



2006 Viking 56 Convertible



1998 Viking 55 Convertible



2008 Viking 64 Convertible



2012 Viking 60 Convertible

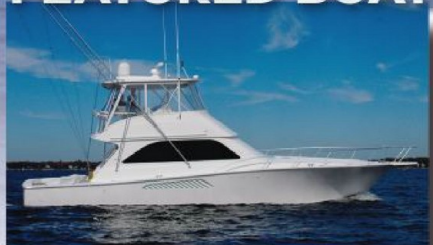


2010 Viking 50 Convertible



2012 Viking 42 Open-Pod Drives!

FEATURED BOAT



2005 VIKING 48 CONVERTIBLE
1100hp MAN common rails.
New cockpit mezzanine.
Bridge A/C. Our trade.
Bring offers!

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- 81' Burger Classic Cockpit Motoryacht 1967
- 70' Viking Sport Cruiser - One owner - 2005
- 65' Viking Sport Cruiser V65-2006 & 2000 (2)
- 65' Romsdal Trawler-reduced \$100k! 1962
- 64' Viking Convertible-Never fished 2008
- 62' Buddy Davis Sportfish-New listing! 1977
- 61' Viking Sport Cruiser MY- 2004 & 2005
- 61' Viking Convertible - Mezzanine! 2001
- 60' Viking Convertible - NEW 2012 In Stock!
- 60' Viking Convertible - LOADED! 2008
- 60' Jefferson Marquessa MY - Freshwater 1987
- 58' Custom Carolina Taylor Made 2000
- 58' Viking Sport Cruiser V58 - Nicel 2005
- 57' Custom Carolina- Great Charter! 2001
- 56' Alden Downeast Flybridge 1996
- 56' Alaskan Raised Pilothouse 2006
- 56' Viking Convertible - '07 Updates- 2006
- 55' Viking Convertible - '08 Updates -1998
- 55' Sea Ray Sedan Bridge 550 - 1993
- 55' Ocean Convertible-Reduced! 1990
- 54' Custom Carolina Alex Willis 2005
- 54' Sea Ray 540 Sundancer-1999 & 2000 (2)
- 54' Bertram Sportfish-One owner-1987
- 54' Hatteras Motor Yacht - Reduced! 1987
- 53' Elco Commuter-Restored! 1937
- 53' Jarrett Bay Custom-New paint 1993
- 53' Cavaleer Convertible-only 145hrs-'05
- 52' Viking Convertible - Mezzanine 2002
- 50' Cruisers 5000 Sedan - CAT power 2001
- 50' Hatteras Convertible - Pro kept - 1999
- 50' Fairline Phantom-low hours 2002
- 50' Omie Tillett Custom Carolina 1977
- 50' Ricky Scarborough Custom 1982
- 50' Ricky Scarborough Open 2008
- 50' Viking Convertible-2001, 1997 (2)
- 50' Viking Convertible - New 2010!
- 49' Cruisers 490 Sedan-Loaded! 2006
- 48' Viking Convertible-Mezzanine '05
- 48' Viking Convertible - CRM power 2006
- 48' Viking Convertible-2002 and 2003
- 48' Viking Convertible - Updated! - 1988
- 48' Sea Ray Motoryacht-3strms! 2004
- 48' Chris Craft 480 Catalina MY 1988
- 47' Davis Convertible -Upgrades - 1991
- 47' Viking Convertible - Fresh motors 2000
- 42' Viking Open - NEW 2012 In Stock, IPS!
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BLUEWATER

Yacht Sales



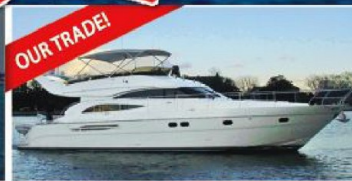
1999 Sea Ray 540 Sundancer



2006 Viking Sport Cruiser V65



2000 Viking Sport Cruiser V65



2004 Viking Sport Cruiser 61 FBM



2005 Viking Sport Cruiser 61 FBM



1987 Jefferson 60 Marquessa MY



2005 Viking Sport Cruiser V58



2006 Alaskan 56 Raised Pilothouse



1996 Alden 56 Downeast FBM



2000 Sea Ray 540 Sundancer



1998 Sea Ray 45 Sundancer



1937 Elco Commuter Restored



2001 Cruisers 5000 Sedan



2002 Fairline 50 Phantom



2006 Cruisers 497 Sedan



2004 Sea Ray 48 Motoryacht



2006 Cabo 40 Flybridge Yacht



2003 Cruisers 4450



2004 Cruisers 45 Express



2006 Cruisers 420 Express IPS



1999 Hatteras 50 Convertible



2005 Cavaleer 53 Convertible



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2002 HINCKLEY TALARIA 44 FLYBRIDGE

BLUE ANGEL represents a virtually new T-44 FB and is a head-turner where ever she goes. Outfitted with the ultimate in entertainment systems and options; she leaves nothing to be desired. Located Wildwood, NJ \$1,195,000



2001 HINCKLEY TALARIA 44 EX

SIRIUS is a very lightly used T44 EX that lives in a custom-built, covered slip. Lovingly maintained by her owner and Hinckley Service, this twin engine boat has been constantly updated and refinished. She shines like new. Located Oxford, MD \$695,000



2002 HINCKLEY TALARIA 40

FULL CIRCLE has enjoyed the Hinckley Service pkg and lived a pampered life. Gone thru from stem to stern, she looks just built. Impeccable varnish, flawless teak decks, and canvas and upholstery make her stand out in the fleet. Portsmouth, RI \$605,000



2007 HINCKLEY TALARIA 40

SEA ADMIRAL is a special example of arguably the most beautiful Hinckley model. She features the "right" equipment -Yanmar 480 electronically-controlled engines, latest Hinckley JetStick®, Onan Generator, etc. Lightly used, Hinckley maintained. Annapolis, MD \$735,000



2001 HINCKLEY PICNIC BOAT CLASSIC

STEP UP is a Hinckley maintained Classic Picnic Boat with virtually every option available. Air conditioning, bimini, teak pkg, Flag Blue, new GPS/Chartplotter and much more. She is in top notch shape and absolutely turnkey. Alexandria, VA \$295,000



2007 HINCKLEY TALARIA 29R

FENWAY has it all! The more desirable Volvo 435 hp moter, teak decks, teak coamings, dash and companionway door. Only 240 hours and ready to go. Always Hinckley maintained. She's a home run! In the water in Annapolis, MD. \$295,000



2002 HINCKLEY TALARIA 29C

PASSION is a great example of a Hinckley Talaria 29C. Hinckley maintained since new and is currently indoors at Hinckley Yacht Services in NJ. The entire boat is in great condition. PASSION comes highly recommended. Mantoloking, NJ \$175,000



2000 FREEDOM LEGACY 34

SPLINTER is a lightly used, very clean Legacy 34. Factory refit two years ago included full go-through, new awlgrip hull paint, new Sunbrella top and cushions. Best 34 Freedom Yachts ever built, simple clean and FAST! Osterville, MA \$224,000

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2008 HINCKLEY TALARIA 44 FLYBRIDGE

LIONHEART is the pinnacle of "elegance afloat". Twin 480-hp diesels, wood pkg+deck and soles. Bow rail, bimini, liferaft. Owner insisted on highest level of professional Hinckley maintenance and care. Should be seen.

Portsmouth, RI \$1,195,000



2008 HINCKLEY TALARIA 44 MOTORYACHT

LUCKY LUCY is a virtually new boat and ready for a new owner. Her Fighting Lady Yellow topsides are a true "head turner". Warranties still in effect.

Georgetown, MD \$1,050,000



2002 HINCKLEY TALARIA 40

BEOWULF is a beautifully detailed boat always stored and maintained at Hinckley. She is a lightly used Maine boat and should be a strong consideration if you are looking for a Talaria 40.

Southwest Harbor, ME \$580,000



2002 HINCKLEY PICNIC BOAT EP

NORDIC GIRL is a well cared for and updated Picnic Boat EP that is currently for sale due to the owner's change in plans. She has just completed the extensive Winter Service/Storage Package and her varnish is flawless.

Mystic, CT \$295,000

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 1985 Bertram 68 \$445,000	 1985 Hatteras 61 MY \$399,000	 2006 Cruisers 560 \$650,000	 2000 Sea Ray 560 DB \$375,000	 1988 Ocean 55ss \$195,000	 1997 Sea Ray 550 \$209,000																
 2002 Bayliner 4788 \$250,000	 2000 Sea Ray 460 \$189,000	 2006 Cruisers 460 \$349,000	 1978 Pacemaker 46MY \$75,000	 1988 Grand Banks 46 \$245,000	 1999 Ocean 45 SS \$269,500																
 2006 Beneteau Swift 42 \$330,000	 2005 Sea Ray 420DA \$230,000	 2004 Post 42 \$400,000	 1997 Maxum 4100 SCR \$99,900	 2000 Sea Ray 410EC \$138,000	 1988 Viking 41 \$150,000																
 1999 Silverton 392 \$100,000	 2000 Carver 396 \$130,000	 2006 Fountain 38TE \$159,900	 2004 Meridian 381 \$149,000	 1964 Tiffany 38 \$149,000	 2007 Fountain 38 \$275,000																
 2004 Riviera 37 \$259,000	 1992 Sea Ray 37 EC \$39,995	Some Recent SOLDS <table border="0"> <tbody> <tr> <td>2010 Sea Ray 47 DA</td> <td>\$575,000</td> </tr> <tr> <td>1996 Bayliner 4788</td> <td>\$186,000</td> </tr> <tr> <td>2003 Regal 4260</td> <td>\$185,000</td> </tr> <tr> <td>2005 Sea Ray 420</td> <td>\$230,000</td> </tr> <tr> <td>2005 Cruisers 405</td> <td>\$229,000</td> </tr> <tr> <td>1988 Chris Craft 381</td> <td>\$ 58,000</td> </tr> <tr> <td>2006 Rinker 360</td> <td>\$108,000</td> </tr> <tr> <td>2005 Cobalt 343</td> <td>\$110,000</td> </tr> </tbody> </table>		2010 Sea Ray 47 DA	\$575,000	1996 Bayliner 4788	\$186,000	2003 Regal 4260	\$185,000	2005 Sea Ray 420	\$230,000	2005 Cruisers 405	\$229,000	1988 Chris Craft 381	\$ 58,000	2006 Rinker 360	\$108,000	2005 Cobalt 343	\$110,000	 1997 Bayliner 3788 \$79,900	 2003 Luhrs 36C \$175,000
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 2004 Cruisers 340 \$94,000	 2004 Mariner Orient 34 \$161,000			 2004 Silverton 34C \$141,000	 2008 Monterey 330 \$150,000																
 2006 Larson 310 \$90,000	 2003 Mainship 30 Pilot \$97,500	 2006 Monterey 290 \$75,000	 2001 Formula 280ss \$40,000	 2001 Grady White 265 \$46,900	 2006 Four Winns 258 \$48,000																

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2006 Cruisers 477
\$425,000



1995 Bayliner 4788
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1973 Chris Craft 47
\$100,000



1999 Bayliner 4788
\$200,000



1989 Sea Ray 440DB
\$75,000



2006 Regal 4460
\$309,000



1996 Trojan 440
\$149,900



2007 Cruisers 447
\$355,000



2002 Cruisers 4270
\$226,000



1997 Sea Ray 420
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2006 Silverton 38 SB
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\$55,000



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2004 Four Winns 378
\$129,900



2002 Chaparral 350
\$100,000



2006 Mariner 35 Seville
\$198,000



1997 Cruisers 3580
\$100,000



2004 Maxum 3500 Diesel
\$85,000



1999 Silverton 351
\$79,900



2002 American Tug
\$229,900



2009 Larson 330
\$140,000



2005 Formula 330
\$115,000



2004 Stamas 32
\$129,900



2003 Carman 32
\$89,900



2005 Glasstream 328
\$73,500



1986 Blue Seas 31
\$89,500

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Pristine condition, new factory paint job, walkaround decks, 7 staterooms

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Twin CAT C32 Acerts @ 1925 hp, the fastest motor yacht in its' class

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**LSX 120 | 120' Lazzara LSX | 2012 | UNDER 17,000,000 USD**

The most technologically advanced express yacht in the world

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**TOMMY CROWN | 68' Lazzara | 2006 | 1,895,000 USD**Under 400 hours, New, Located in Ft. Lauderdale, Priced to sell
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Major Price Reduction

**CASUARINA | 124' Delta | 1998 | 8,499,000 USD**

Maple wood interior, teak skylounge, trans-atlantic, location Stuart, FL

SOLD

**LEAP OF FAITH | 75' Lazzara | 2007 | 2,950,000 USD**Excellent condition, many custom upgrades, exceptional layout
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Great Opportunity

**RISE ABOVE | 58' Azimut | 2009 | 1,675,000 USD**Low hours, many options, turn key and ready to go
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SOLD

**THIS IS IT | 75' Lazzara | 2008 | 2,695,000 USD**Excellent condition, Full Beam Custom MSR head and closet
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New Construction

**LMY 116 | 116' Lazzara LMY | 2012 | UNDER 12,000,000 USD**

On deck Master Stateroom, 27kt top speed, 5 staterooms plus crew

Pristine Condition

**ALL IN | 68' Lazzara | 2005 | 2,195,000 USD**CAT C-18, Twin Generators, many upgrades, must see
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Lazzara

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2002 Marlow Explorer 65C

"Tiger Five" a raised pilothouse motor yacht with 3 staterooms with full heads, crew quarters with head and shower. Powered by 800hp CAT's and updated electronics complete a well equipped go anywhere machine.



2008 Marlow Explorer 53C

"Miss Ruth" is a lightly used, well equipped Explorer 53C powered by 700hp CAT C-12's. She is maintained to the highest level by her meticulous and knowledgeable owners. Call today for details about this beautiful yacht.



2006 Marlow Explorer 53C

"Blue Gill" has come to the market for the first time as her owners are retiring from yachting. She is powered with the ever popular CAT C-12 engines providing 700 hp each. She is priced to sell quickly. Call for details.



2006 Marlow Explorer 70E-CB

"X-IT" is the first brokerage 70 Command Bridge. She is customized throughout including an enlarged galley and stunning high gloss interior. Powered by 1000hp CAT C-18's, she cruises effortlessly at 18-20 knots.



2008 Marlow Explorer 70E-CB

"Jackpot II" is a Command Bridge Explorer. Powered with 1015hp CAT C18's delivering a top speed of over 25 knots and a cruising speed of 23 knots; she sips just 9gph at 8.3 knots giving an impressive range of over 1,800 miles.



1997 Viking Sport Cruiser 60'

"America II" is a lightly used, low hour example of the popular VSC 60. Powered by MAN 680hp engines, she can cruise at 25 knots. Her sleek lines and three staterooms make this yacht ready for cruising in luxury.



1990 Bertram 505 Convertible

"Foxy Lady" is a well appointed three stateroom sport fish with MANY new upgrades. Powered by the optional 820hp MAN's, she is ready to take you fishing in style.



2008 Marlow Prowler 37 Classic

Triple Four Stroke Yamaha 250's power this very classy picnic boat. With same construction methods as her big sisters, the Marlow Explorers, "Sea Ya Later" will be the talk of the dock.



2001 Navigator 56 Classic RPH

This nicely designed yacht with three staterooms, comfortable pilothouse and large flybridge is powered by twin 430hp Volvo diesels. Owner will consider reasonable trades!



1996 46' Grand Banks Europa

"Maria" is a meticulously maintained 46 Europa that was designed with a beautiful custom floor plan. Powered by 350hp CAT's she can cruise at over 16 knots. Come see this great vessel at our docks.



2004 Heritage East 42+4

"Knot So Fast" is an extremely well maintained two stateroom yacht with a beautiful teak interior. Her twin Cummins diesels provide an 8.5 knot cruise burning only 4 gph. Please call now for details.

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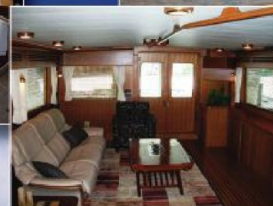


2007 Marlow Explorer 72E

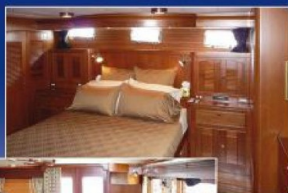
Like every Marlow Explorer, "Janice Kaye" exemplifies the epitome of style, performance, and state of the art construction methods. Her desirable Command Bridge with its climate controlled helm area offers 360 degree visibility and eliminates the need for a full Pilothouse helm station below, this allows the creation of a large dining table for 8 forward of the galley. The center line full beam master stateroom is below the Pilothouse and provides luxurious accommodations for the owners as do the other three staterooms for the guests. Entering the spacious main salon, you are welcomed by comfort and remarkable views with clear sightlines through the galley and large dining area forward. Equipped with Caterpillar's popular 1,400hp 3412's, she can cruise at 23 knots with a top speed of 27 knots. This beautiful low hour yacht can be viewed at our facility. Call for a tour today.



Janice Kaye



Happy Endings



2003 Marlow Explorer 70E

"Happy Endings" is a wonderful 70E Marlow Explorer with three staterooms and three heads as well as separate full crew quarters. She has been well maintained and has low hours and many recent upgrades. Her 800hp Caterpillar engines will let you cruise at 8 knots for over 1600 miles on a single tank of fuel and allow you to run at 20 knots when you want to reach your destination fast. "Happy Endings" is a great value providing the quality and performance that the Marlow Explorer is famous for. Please call today for details.



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NORDHAVN 55 ('09)



"Odyssey" is the newest Nordhavn 55 on the current brokerage market. She is hull #46 and was handed over to her current owners in late 2009. Her owners have really taken to the Nordhavn lifestyle and are currently building their second larger Nordhavn. "Odyssey" is in meticulous condition ready to take new owners anywhere in the world. The list of factory options and after sale equipment that has been added is impressive. "Odyssey" is truly a "turn-key" vessel. Located in Portsmouth, RI.

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For details contact Philip Roach +44 (0) 2380 456342

NORDHAVN 76 ('09)

"Take 5"



Asking: \$3,955,000

Location: Hawaii

For details contact James Leishman (949) 496-4933

NORDHAVN 64 ('06)

"Shearwater"



Asking: \$2,495,000

Location: Fort Lauderdale, FL

For details contact Ray Danet (772) 223-6331 or Jeff Merrill at (949) 496-4933

NORDHAVN 76 ('05)

"Inside Passage III"



Asking: \$3,495,000

Location: Seattle, WA

For details contact Larry Gieselman (949) 496-4933

NORDHAVN 55 ('05)

"Honu Kai"



Asking: \$1,295,000

Location: Dana Point, CA

For details contact Larry Gieselman (949) 496-4933

NORDHAVN 56MS ('09)

"Ata Marie"



Asking: \$1,499,000

Location: Dana Point, CA

For details contact Eric Leishman (949) 496-4933

NORDHAVN 55 ('06)

"Moana Kuewa"



Asking: \$1,550,000

Location: Dana Point, CA

For details contact Eric Leishman (949) 496-4933

NORDHAVN 43 ('07)

"Navigator"



Asking: \$869,000

Location: Seattle, WA

For details contact Barbara Lippert (206) 223-3624

NORDHAVN 55 ('08)

"Albatross"



Asking: \$1,495,000

Location: Stuart, FL

For details contact Eric Leishman (949) 496-4933 or Ted Robie (772) 223-6331

NORDHAVN 43 ('07)

"Mystery"



Asking: \$895,000

Location: Palm City, FL

For details contact Ray Danet (772) 223-6331

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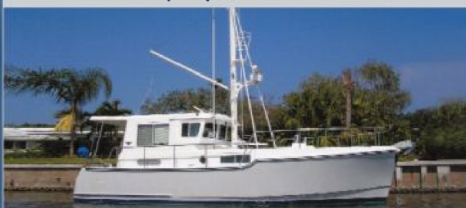
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NORDHAVN 46 ('02)**"Navigator"****Asking \$625,000****Location:** Long Beach, CA

For details contact James Leishman (949) 496-4933

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NORDHAVN 55 ('07)**"Phoenix"****Asking: \$1,595,000****Location:** Marina Del Rey, CA

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NORDHAVN 43 ('05)**"Posada"****Asking: \$799,000****Location:** Sidney, BC

For details contact Jeff Merrill (949) 496-4933 or Don Kohlmann (206) 708-5770

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NORDHAVN 62 ('93)**"Saumlaki"****Asking: \$799,000****Location:** Dana Point, CA

For details contact Larry Gieselman (949) 496-4933

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NORDHAVN 43 ('04)**"Rogue Manor"****Asking: \$775,000****Location:** Long Beach, CA

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NORDHAVN 46 ('98)**"Poco a Poco"****Asking: \$525,000****Location:** Stuart, FL

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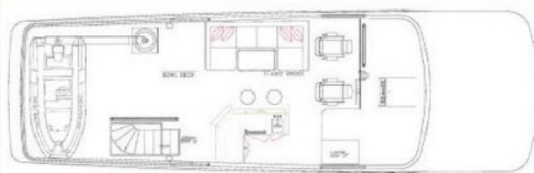
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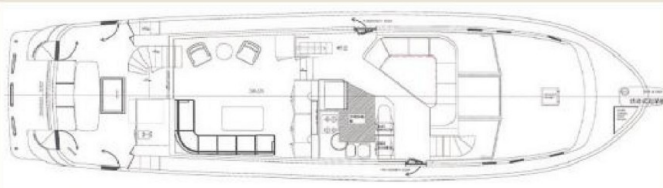
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SPECIFICATIONS

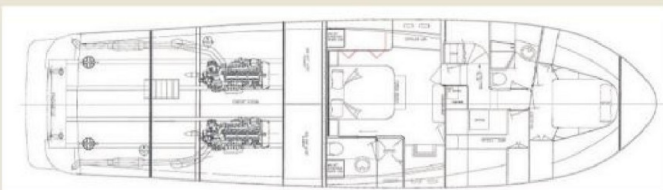
Length Overall	69'8" (21.23 M)
Beam	17'6" (5.34 M)
Beam Overall	17'10" (5.43 M)
Draft	5'-5'5" (1.52-1.65 M)
Fuel Capacity	1,500 gal. (5,678 L)
Holding Tank Capacity	100 gal. (379 L)
Displacement (est.)	75,300 lbs. (34,156 KG)
Generator	Kohler 23kW (Second generator optional)
Power	Twin CAT C-18 Acert @ 1150HP (Additional engine options available)



Flybridge



Main Deck (Lower Helm Available)



Lower Deck

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The new Manhattan 63 is a perfect example of a boat that packs innovation, luxury and performance all in one. With traditional shaft option or the option of IPS drives. Interior options offer upper or lower deck galley, three or four staterooms. Saloon and entertainment space has been increased giving the sense of a much larger yacht when aboard. Already in huge demand, do not hesitate to inquire for further details.

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The new Predator 60, a 40-knot speedster with optimised space throughout. Hard opening top, a choice of engines and option in drive systems. Luxury is extended throughout with a large main deck area providing space for dining and entertaining. A garage provides storage for tender or jet ski. Three guest cabins offer a high level of comfort. A thoroughbred Sunseeker, the Predator 60 must be on the wish list!

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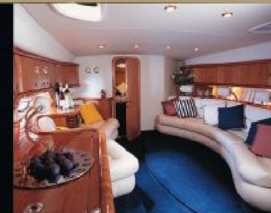
Twin MAN 800hp diesel engines, navy blue hull with cherry gloss wood interior, mid ship master cabin, opening hard top, hydraulic platform, many extras, excellent condition.

2009 PREDATOR 52 – US\$ 1,199,000



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**Horizon
E54**

As stylish as she is functional, the new E54 unites the latest in green technology with a smart, modern design. The E54's 3 spacious staterooms, include a full-beam master, reminiscent of a much larger yacht. LED lighting and natural light keep her efficient. Featuring twin Volvo IPS engines, hydraulic hi/lo swim platform and a variety of layout options for even the most discerning tastes.



**Horizon
PC58**

The new Horizon PC58 Catamaran lends the elegance of a luxury yacht to the stability and efficiency of a multihull design. Her clean lines and interior volume allow for a comfortable 3 stateroom layout with plenty of relaxing and entertaining areas. Incorporating twin Cummins QSC 8.3 600HP engines, ZF Joystick Maneuvering System, ZF Fly-by-wire Steering System, the PC58 will debut at the 2011 Fort Lauderdale Boat Show.



**Horizon
EP110**

Combining stability and comfort in a long-range explorer with a steel hull and composite superstructure, the new EP110 is a no-compromise, ocean going yacht. The Horizon EP110 features 5 staterooms, including an on-deck master, and a 25'3" beam. The twin MAN Type D 2842 1100HP engines, bulbous bow and efficient hull design give the EP110 a range of over 3,000 miles in comfort and style. Available for delivery in late 2011.



**Horizon
EP148**

Built to BV Ice Classification, the new Horizon EP148 is designed with a steel hull, bulbous bow and 29' beam for comfortable long-range cruising. Luxury is not lost with the 5 stateroom layout, which allows room for additional creative design. Powered by Twin MTU 12V 4000 M60 1770HP engines, the innovative EP148 is the epitome of style, class and safety out on the open sea.

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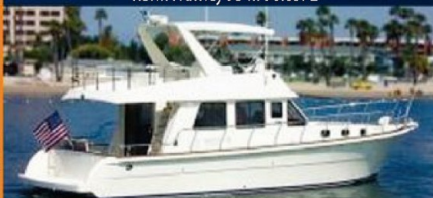
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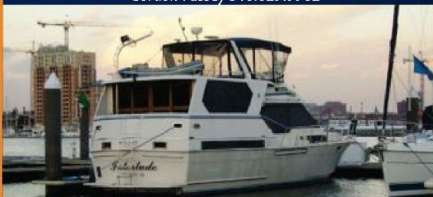
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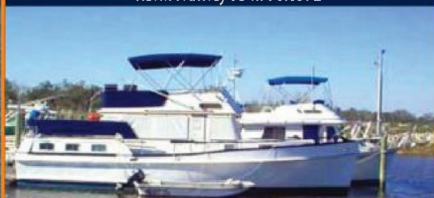
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ADVERTISER	PAGE	ADVERTISER	PAGE
Alexseal.....	15	Sunreef.....	27, 79
Annapolis Boat Shows.....	72	US Virgin Islands Dept Of Tourism.....	29
Azimut.....	37, 73	XM WX Satellite Weather.....	6
Beneteau USA Inc.....	C4, 17, 80	Yacht Controller Corp.....	131
Cheoy Lee Shipyards.....	2-3, 74	Yacht Innovations.....	131
Cruisers Inc.....	13		
Cummins Power Generation Americas.....	38	Brokerage	
Frauscher Boats.....	28	Bluewater Yacht Sales Inc.....	102-03
Freedom Lift Majestic.....	55	Bradford Marine.....	94-97
Genoa Boat Show.....	31	Cheoy Lee Shipyards.....	120
Harbor Freight Tools.....	135	Curtis Stokes And Associates.....	104-105
Hatteras Yachts Inc.....	19, 75	Denison Yacht Sales.....	129
Imtra.....	23	Galati Yacht Sales LLC.....	121, 130
Intellian Technologies.....	25	Gilman Yachts Inc.....	122
Interlux Yacht Finishes.....	7	Hinckley Co.....	106-07
Intrepid.....	11	HMY Yacht Sales Inc.....	85-93
John Deere.....	14	Horizon Yachts Inc.....	124
Maestro Yachts LLC.....	76	Knot 10.....	108-09
Mase Generators.....	30	Lazzara Intl Yacht Sales.....	110-11
Marlow Marine.....	C2-1, 77	Marina Life LLC.....	130
Nautical Cross.....	132	Marine Max.....	123
Newport Powerboat Show.....	22	Marlow Marine.....	112-13
Nordhavn.....	33, 78	Mid Atlantic Marine Group.....	125
Prestige.....	5	Nordhavn.....	114-15
Quantum Pure Aire Products LLC.....	132	Northrop Johnson.....	126
RBG Cannons LLC.....	131	Ocean Alexander.....	116-17
Regal Marine Industries.....	39	Springbrook Marina.....	127
Sarnico Yachts.....	C3	Sunseeker Florida.....	118-19
Sea Gyro.....	36	Sunseeker Yacht Group Midwest.....	128
Seakeeper Inc.....	35	United Yacht Sales.....	98-101
Stain-Less Water Filters LLC.....	131	Viking Sport Cruisers.....	82

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AFTER WORD

A MATTER OF PERSPECTIVE.

TEXT BY JASON Y. WOOD

Distant Shores

"It's only an island if you look at it from the water."

—Chief Martin Brody, *Jaws*

There's something to be said for surrounding yourself with water for as far as the eye can see. Most of you know what I'm talking about. The physical separation of getting out, getting away, and changing your perspective is a big part of the sea's allure.

Today the default setting for many of us is to be constantly, inexorably in touch. The benefits of steady contact are obvious: If you need help, it's just a call away. Perhaps less apparent but more important is knowing that we occasionally need to shut off the white noise of mobile telephones and e-mail and engage in the here and now more completely. The water is one of those buffers that we're looking for in everyday life, and boats offer a way to get away. Hopefully it helps us open different parts of our minds and reboot the system.

That was my goal when I went away for a long weekend this summer with my wife and friends to do a bit of fishing and unwind. When we got to Nantucket—and it's not that far really, just over the horizon—we began to realize the differences from our daily lives the minute we drove away from the ferry dock. Sounds silly to say, but bumping along country roads through scrubby, overgrown pastures in the island's interior, I felt like we were a world away from the manicured lawns of Cape Cod.

It's little things that shift the lens of your perception. As with optics, small changes can make a big difference. (Don't believe me? Try swapping eyeglasses with a friend.) When things aren't going right, I like to think I can see the need to shift gears. And even if everything is going right, a change of scenery lets you see the whole deal from a different angle. Getting on boats and spending time on the water is the best way to change it up—to leave the puzzle alone for a while. And when you come back to the puzzle, the pieces seem to go together a little more simply, chiefly because you're not ramming them into each other in the same old way.

One of my favorite ways to do that is fishing. There's something innately satisfying about the muscle memory of tying certain knots or the deep remembering required to recall a specific one and execute it—sometimes with a friend looking on a little too closely. And the excitement of the strike is a feeling without compare.

Taking to the water is a singular solution because it can create challenges that you can't ignore. As with any sport, your commitment level determines what you get out of it. A golfer hits into the woods, shakes his head, and tees up another ball. To mix a metaphor, I think it's better to play the hand I'm dealt. Also, it's much more fun: A friend's balky outboard motor threatened to squelch a fishing expedition to Point Rip and beyond to Sankaty. Helping to fix the engine with plenty of time to spare made



“ I think it's better to play the hand I'm dealt.

my day. Of course, we missed the meat of the tide, but sometimes that's how it goes.

The timing can be off. These escapes rarely coincide with ideal conditions. As we fished, a curtain of impenetrable fog dropped into place 50 feet off the bow. We got underway at reduced speed, and I took regular glances at the radar display while dialing in the range we needed on the monochromatic chart-plotter screen. As we came to the harbor approach, my friend throttled back as I pointed at a moving target on the radar. Out of the mist, a huge, dark-green-hulled Burger motoryacht materialized, gliding into the channel before us. We followed *Sea Owl* past Brant Point into Nantucket Harbor. As we peeled off toward our mooring, we laughed about what we must have looked like on the Burger's state-of-the-art radar—buzzing right at them with no sign of changing course.

It's all in the point of view. PMY

Illustration by Steve Adams



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